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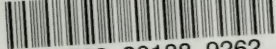
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APPENDIX TO THE JOURNALS
OF THE
SENATE AND ASSEMBLY
OF THE
THIRTIETH SESSION
OF THE
LEGISLATURE OF THE STATE OF CALIFORNIA.

VOLUME II.



SACRAMENTO:
STATE OFFICE, : : : : A. J. JOHNSTON, SUPT. STATE PRINTING.
1893.

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TWELFTH ANNUAL REPORT

OF THE

Board of Railroad Commissioners

OF THE

STATE OF CALIFORNIA,

FOR THE

YEAR ENDING NOVEMBER 1, 1891.



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SACRAMENTO:

STATE OFFICE, : : : : A. J. JOHNSTON, SUPT. STATE PRINTING.

1891.

MEMBERS OF THE BOARD.

WM. BECKMAN, First DistrictSacramento.
J. M. LITCHFIELD, Second DistrictSan Francisco.
JAS. W. REA, Third DistrictSanta Clara.

OFFICERS.

JAS. V. KELLY, SecretarySanta Clara.
R. H. STAFFORD, BailiffSacramento.
F. H. LOMBARD, Stenographer.....San Francisco.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS.

Rooms 27 and 28, "Chronicle" Building.....San Francisco.

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REPORT.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, November 1, 1891. }

To his Excellency H. H. MARKHAM, Governor of the State of California:

SIR: In conformity with the provisions of the Constitution of the State of California, requiring this Commission to report to the Governor of this State, we have the honor to submit to you this, our Twelfth Annual Report, for the year ending October 28, 1891. In doing so, we desire to briefly outline the work of the present Commission, and also the scope and character of this report.

The Commission organized on the fifth day of January, 1891, by the election of the Hon. James W. Rea as President of the Board, and James V. Kelly as Secretary.

On the thirteenth day of January, 1891, a resolution was adopted by the Board to the effect that the regular meetings be held every Monday instead of monthly, as heretofore. This was done in order to facilitate and expedite the matters before the Commission.

Much has been said in the past of the failure of this Commission to accomplish the end sought for by the Constitution when the Commission was established. We are unable to determine whether this so called failure is due wholly to the personnel that have composed it in the past, or whether it is attributable, in a measure at least, to the lack of power to regulate and adjust the many questions that have come before it, or whether the people have not availed themselves of the opportunities of presenting their grievances to this Commission. Be it as it may, we can only discuss the facts as we find them and the results that have followed.

It was the aim of this Commission, upon its organization, to give the people an opportunity to present their grievances, and to that end this Board did pass, and cause to be published in all the leading papers throughout the State, a resolution setting forth that this Commission would at stated times visit various points, naming them, for the purpose of hearing any and all complaints against the various railroad companies operating in this State.

This Commission did visit the several places indicated in the published notices, and in many cases the people responded and filed complaints. The evidence was heard thereon; but in many places there were no complaints offered.

The Commission in all cases has endeavored to give the complainants a fair, full, and impartial hearing, without unnecessary delay, setting aside the many rules of procedure, in order to simplify the proceedings and come within the reach of all, thus avoiding the necessity of employing counsel to conduct the case.

In many instances compromises have been effected through the medium of this Commission, and also a number of cases have been presented that do not properly come within the jurisdiction of this body,

between the railroad companies and the people, but have acted as a mediator by consent of the parties concerned, and have in every case adjusted the matters satisfactorily.

We have heard and determined thirty-two cases thus far, and in nearly every case relief has been granted to the complainants.

In this, our Twelfth Annual Report, we have eliminated most all of the details and statistical matter that has heretofore been the custom to embody herein, and have submitted for publication the material matter that has gone to make up the essential features in each case submitted to this Commission. This part of our report we deem very essential, as it gives to the people of California the general formula of all cases presented, and aids those having grievances to set forth their cause of complaint in a simple form.

At the last session of the Legislature an Act was passed requiring "all officers, Boards of officers, Commissioners," etc., to make their reports to the Governor on or before the fifteenth day of September, and every two years thereafter, which was approved March 10, 1891. This will necessitate the changing of the fiscal year from January first to July first, in order to comply with the law. We are of opinion that the change will be met with a degree of satisfaction on the part of a majority of the railroad companies reporting to this Commission.

All of which is respectfully submitted.

JAS. W. REA, President,
J. M. LITCHFIELD,
WM. BECKMAN,

Board of Railroad Commissioners.

JAS. V. KELLY,

Secretary Board of Railroad Commissioners.

PROCEEDINGS OF THE BOARD.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, January 5, 1891. }

The new Board met at 11:15 o'clock A. M.

Present: Commissioners Wm. Beckman, J. M. Litchfield, and J. W. Rea.

There being no objection, Commissioner Beckman acted as temporary Chairman.

Upon motion of Commissioner Litchfield, Jas. V. Kelly acted as temporary Secretary.

Upon motion, Commissioner J. W. Rea was elected permanent Chairman of the Board.

Commissioner Litchfield then moved that Jas. V. Kelly be elected Secretary of the Board. It was so ordered, and the President of the Board then declared Mr. Kelly Secretary of the Board of Railroad Commissioners.

Commissioner Beckman moved to proceed to the election of a Bailiff to the Railroad Commissioners. So ordered.

Commissioner Beckman placed in nomination for Bailiff Charles H. Eldred.

Commissioner Litchfield nominated E. Smith.

Mr. Eldred having received the votes of Commissioners Beckman and Rea, was declared elected Bailiff of the Board. Commissioner Litchfield voted for Mr. Smith.

Commissioner Litchfield moved to proceed to the election of a Stenographer for the Board. Carried.

Commissioner Beckman named E. E. Parlin.

Commissioner Litchfield named F. H. Lumbard.

Mr. Lumbard having received two votes, was declared duly elected Stenographer of the Board of Railroad Commissioners.

SAN FRANCISCO, January 15, 1891.

Mr. Beckman offered the following resolution:

Resolved, That this Commission meet regularly every Monday, at the hour of eleven o'clock A. M., to hear any and all complaints and petitions that may properly come before it, and investigate the same; that this Commission do act upon all complaints now pending before it, and do continue in session from day to day until all complaints are disposed of.

Adopted.

Upon motion of Commissioner Beckman, the Secretary was directed to make the necessary arrangements to move the office of this Commission to the "Chronicle" building, on or before February 1, 1891.

Commissioners voting aye were Beckman and Litchfield; Commissioner Rea voted no.

At the following meeting the Secretary reported that he had secured suitable quarters in the "Chronicle" building.

SAN FRANCISCO, February 1, 1891.

The Los Angeles and Pacific Railroad Company of Los Angeles, Cal., not having made their annual report to the Board, the following resolution was offered by Commissioner Beckman, and adopted by the Board:

WHEREAS, The Los Angeles and Pacific Railroad Company have not made their annual report to this Board as required by law; therefore, be it

Resolved, That the Secretary of this Board be and he is hereby instructed to demand of the above company forthwith their report, informing them that if this demand is not complied with on or before February 28, 1891, this Commission shall call the attention of the Attorney-General to their dereliction of the law and request action thereon.

LIST OF RAILROAD CORPORATIONS FILED SINCE JANUARY 1, 1890.

NAME OF ROAD.	Filed.	Length.	Capital Stock.	Gauge.	Termini.
Pajaro Valley Railroad Co.	Jan. 9, 1890.	20 miles.	\$1,000,000	Narrow.	Watsonville to Salinas.
California Railway Co.	Feb. 5, 1890.	None given.	200,000	Standard.	Alameda to Park Place and others.
Glen Ellen and Los Gullitos Railway Co.	Mar. 27, 1890.	4 miles.	50,000	Standard.	Glen Ellen to Los Gullitos.
Greenwood Railroad Co.	July 8, 1890.	* 8 miles.	300,000	Narrow.	Greenwood, or Donahue Creek, to Elk Creek.
Santa Monica Wharf and Terminal Railway Co.	June 16, 1890.	8 miles.	300,000	Standard.	Santa Monica to three miles from Ballona.
Santa Ana and Westminster Railway Co.	Aug. 5, 1890.	None given.	100,000	Standard.	Santa Ana to Westminster.
San Francisco and Stockton Railway Co.	Aug. 7, 1890.	75 miles.	2,250,000	Standard.	San Francisco Bay to Stockton.
San Bernardino and Eastern Railway Co.	Aug. 11, 1890.	15 miles.	375,000	Standard.	San Bernardino to eastern termini of California Southern Railway.
California Railway Co.	Aug. 18, 1890.	None given.	500,000	Standard.	San Francisco Bay to Park Place and elsewhere.
San José Southern Railway Co.	Aug. 21, 1890.	400 miles.	6,000,000	Standard.	Dumbarton Point to Los Angeles.
California Railroad.	Aug. 26, 1890.	None given.	750,000	Standard.	San Francisco Bay to Park Place, to Stockton, etc.
Los Angeles Terminal Railway Co.	Aug. 29, 1890.	140 miles.	3,000,000	Standard.	Bay of San Pedro to Hueneque.
Santa Monica Surf Line Railway Co.	Sept. 26, 1890.	4 miles.	100,000	Standard.	Santa Monica to Ballona.
Manistee Northern Railroad Co.	Nov. 11, 1890.	15 miles.	1,000,000	Narrow.	Manistee to mill of Kennedy & Shaw.
Clear Lake and Northern Pacific Railway Co.	Nov. 17, 1890.	35 miles.	250,000	Narrow.	Lakeport to Hopland.
Clear Lake and Northern Railway Co.	Dec. 27, 1890.	35 miles.	250,000	Narrow.	Lakeport to Ukiah.
Los Angeles Terminal Railway Co.	Jan. 2, 1891.	165 miles.	3,000,000	Standard.	Consolidated with Los Angeles and Glendale and Los Angeles, Pasadena, and Glendale.
Gualala River Railway Co.	Feb. 5, 1891.	103 miles.	1,500,000	Broad.†	Bower's Landing to Cazadero.
San Joaquin Valley Railway Co.	Mar. 4, 1891.	100 miles.	2,000,000	Standard.	Fresno to head of San Joaquin River.
Pasadena and Mt. Wilson Railway Co.	Jan. 11, 1891.	12 miles.	600,000	Not given.	Pasadena to Mt. Wilson.
Long Beach and Alamitos Bay Railway Co.	June 20, 1891.	3 miles.	100,000	Standard.	Long Beach to Alamitos Bay.
The Amador Electric Railway and Light Co.	July 8, 1891.	22 miles.	500,000	Not given.	Ione City to Jackson and Plymouth.

* Main, 21 miles; branch, 8 miles; and other branches. † Five feet eight inches.

R. G. SNEATH vs. SOUTHERN PACIFIC COMPANY.

In the case of R. G. Sneath vs. The Southern Pacific Company, complaining of high freights on hay from San Bruno to San Francisco, the same was heard by the Commission. The proceedings were published in full in the Tenth Annual Report of this Commission, but the decision of the Board was not filed with the Secretary until after the report had gone to press; hence, we publish below the Commissioners' decision therein:

COMMISSIONERS' DECISION.

R. G. SNEATH, *Plaintiff*,

vs.

THE SOUTHERN PACIFIC COMPANY, *Defendant*.

This matter coming regularly before the Commission to be heard, the plaintiff appearing in person, and the defendant represented by its counsel, H. V. Morehouse, Esq.

This Commission having heard the testimony adduced by both sides, and having granted both parties the greatest latitude in the introduction of evidence, and having carefully considered both the law and the facts, and being fully advised in relation thereto, hereby decide that the plaintiff has no tenable cause for complaint.

We are not unmindful that sometimes the location of a shipper, as to his being near or remote from market, or that he may be situated at a point along the route of a railway where competition by water or teams may affect the volume of traffic or the rate of charges, seemingly shows a discrimination in rates by a railway. But those are conditions of a physical character, which neither this Commission nor the defendant can control. In this case, we are fully satisfied that the defendant has in no way discriminated against plaintiff. This Commission has fixed and adopted the schedule now in operation, and to change the same would necessitate the revision of the tariff of the entire system, and, all interests being considered, we have been unable to determine a more equitable rate.

P. J. WHITE, President,
JAMES W. REA,
A. ABBOTT,
Commissioners.

GUS. WALTERS vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

GUS. WALTERS, *Plaintiff*,

vs.

THE SOUTHERN PACIFIC COMPANY, *Defendant*.

To the honorable the Board of Railroad Commissioners of the State of California:

The plaintiff, Gus. Walters, complains of the defendant, and for cause of action avers:

First—That on the twelfth day of October, A. D. 1890, the defendant, through its agent, entered into a written contract with the plaintiff herein for the transportation of three horses from Visalia to the city of Los Angeles.

That according to the terms of said contract, the defendant agreed to ship said horses from and to the points above named for the sum of \$57.

That plaintiff then and there delivered to the defendant, the Southern Pacific Company, at Visalia, the said horses.

That the defendant shipped the said horses to Los Angeles, and there notified this plaintiff of their arrival.

That the plaintiff tendered the Southern Pacific Company, the defendant herein, the sum so agreed upon, *i. e.*, \$57, to the agent of the defendant at Los Angeles, and demanded the said horses.

That the defendant, through its agent, then and there refused to deliver the said horses unless the plaintiff pay an additional sum of \$10.

That the plaintiff paid the extra charge so demanded under protest.

That this plaintiff was inconvenienced thereby, and now prays this honorable Board that the defendant, the Southern Pacific Company, be compelled to reimburse the said plaintiff herein, and for such other and further relief as may be proper, and your petitioner will ever pray.

GUS. WALTERS.

Filed in office of Railroad Commissioners, December 5, 1890.

JAS. V. KELLY,
Secretary.

ANSWER.

Before the Board of Railroad Commissioners.

SAN FRANCISCO, December 11, 1890.

Mr. JAS. V. KELLY, Secretary State Board of Railroad Commissioners, Phelan Building, City:

DEAR SIR: I beg to return herewith the complaint against this company, of Gus. Walters, which you courteously placed in the hands of our General Manager, A. N. Towne, for any suggestions we may desire to offer in relation to it. Mr. Towne has asked me to give you, briefly, the facts for your information.

First—Mr. Walters has filed no claim with us, and on searching our records here we find no complaint from him as to excessive charges, so that this appeal to your honorable Commission seems to have been Mr. Walters' initial move for redress.

Secondly—Mr. Walters has no claim whatever against this company, and his complaint is, as you will note, altogether at variance with the contract on which he bases it. The contract is dated Visalia, October twelfth, and guarantees a rate of \$57 per car of three horses from Goshen Junction to University Station, Los Angeles County, California. Goshen Junction is the initial point on our line. Visalia is a point on the Visalia Railroad, and \$10 we understand to be their charge for the transportation from Visalia to Goshen Junction. The charge on our line for the service, Goshen Junction to University, is in accordance with the contract.

All of this we would have taken pleasure in explaining to Mr. Walters had he referred the matter to us.

Yours truly,

C. F. SMURR.
Per SPROUL.

GEO. J. CAMPBELL, JR., vs. CALIFORNIA CENTRAL RAILWAY.

COMPLAINT.

GEO. J. CAMPBELL, JR., *Plaintiff,*

vs.

CALIFORNIA CENTRAL RAILWAY, *Defendant.**To the honorable the Board of Railroad Commissioners of the State of California:*

DEAR SIRS: On the twelfth day of July, 1889, in Los Angeles, at the up-town office of the California Central Railway, I purchased one first class ticket for San Diego. On presenting the same to the baggage agent of the California Central Railway at depot, and finding the excess baggage rate from Los Angeles to San Diego to be \$1 20 per one hundred, and knowing I could sometimes use a ticket when I had no baggage, I went to the office at depot, purchased another first class ticket to San Diego, and on presenting the two tickets to the baggage agent of the California Central Railway, was told by him that because I was a commercial traveler he would recognize only one ticket for one hundred and fifty pounds of baggage free, instead of three hundred pounds, as it should be. I had four hundred and twenty pounds of baggage, and offered to pay the excess on the other one hundred and twenty pounds, but he would not accept it, and I had to pay on two hundred and seventy pounds, because I did not want to remain in Los Angeles to consult the law.

The agent said commercial travelers, who have large amounts of baggage, sometimes borrow tickets from other people to check baggage on. Yet those tickets are sold without a contract, and if there is no written law, there is an unwritten law, which is just as good, that for a long time they have been entitled to one hundred and fifty pounds of baggage free, and there is no contract on these first class unlimited card tickets that says they are not transferable, nor do you sign any contract.

What I want to know is, Can the California Central Railway, or their agents, discriminate against commercial travelers; and if first class unlimited tickets are not entitled to one hundred and fifty pounds of baggage, no matter by whom presented? It appears to me that when the railway accepts good and lawful money for a first class unlimited ticket, which is sold without a contract, that it is entitled to one hundred and fifty pounds of baggage. Hoping your honorable Board will give this your attention,

I remain very truly yours,

GEO. J. CAMPBELL, JR.,
Vallejo, Solano County, Cal.

ANSWER.

K. H. WADE, Esq., General Manager, Building:

DEAR SIR: At your request, I have examined the complaint of George J. Campbell, Jr., of Vallejo, as laid before the Board of Railroad Commissioners of this State.

In his complaint he states that on July 12, 1889, he purchased a first class ticket from

Los Angeles to San Diego, and on that ticket attempted to check four hundred and twenty pounds of baggage to be carried on the same train. Finding that his ticket only covered a hundred and fifty pounds, according to the usage of our company, he went and bought another ticket, which he did not expect to use at that time, but laid it away for future use, after having tried and failed to get an extra hundred and fifty pounds of baggage checked on that ticket. In other words, he complains because he was not allowed to check three hundred pounds of baggage to accompany himself as the only passenger entitled thereto, or having any interest therein.

The obligation of a common carrier to carry the baggage of a passenger is in this State regulated by statute.

Section 2180, Civil Code, provides that "A common carrier of persons, unless his vehicle is fitted for the occupation of persons exclusively, must receive and carry a reasonable amount of luggage for each passenger without charge, except for an excess of weight over one hundred pounds to a passenger."

You will observe that the limitation is one hundred pounds. Our road has been accustomed to carrying one hundred and fifty pounds with each passenger, and this we offered to do for Mr. Campbell. You will also observe that the quantity to be carried is regulated by the number of passengers, and not by the number of tickets sold to or held by any one passenger, and you can very readily see the reason for this rule. A commercial agent like Mr. Campbell might be a passenger over our line once a week, or oftener if he saw fit, and he could carry any number of pounds of baggage by simply purchasing a few extra tickets in advance of the time he intended to use them.

The quantity of baggage is limited, as I have said, to the number of passengers, and the Courts have even gone so far as to hold that a passenger cannot take the baggage of another person and check it on his ticket, or, as Mr. Thompson in his work on "Carrier of Passengers," page 512, states the doctrine: "The property of another person cannot be carried as a passenger's baggage," and this notwithstanding the other is also a passenger upon the same boat. In 3 Wood's Railway Law, page 1512, that author states the rights of a common carrier to limit the amount of baggage to be carried free of charge for any one passenger to a reasonable amount, and while we are carrying fifty pounds more than the law requires us to carry, I do not see what cause of complaint Mr. Campbell can have.

Upon this same question I have fully instructed our baggage agent, telling him to decline to check any one piece of baggage of overweight, without the payment of the extra baggage, no matter how many tickets might be presented at the time of checking, unless he was thoroughly satisfied that the requisite number of passengers to cover the excess in baggage, and who had an ownership or interest therein, were going out upon the same train as fellow passengers with the party requesting the checking, and I suppose that it was in obedience to this opinion that our baggagemaster acted in refusing to check a stock of goods for Mr. Campbell.

If Mr. Campbell's theory is correct, a party holding a thousand-mile ticket who wished to move from Los Angeles to Pasadena, a distance of ten miles, would be entitled to take with him as personal baggage over seven tons of freight, because his thousand-mile ticket entitles him to take with him as many associates as he pleases, or ride out the ticket by running backwards and forwards between any two given stations on the line of the road of the company issuing the ticket.

Mr. Campbell's complaint, instead of being entitled a complaint against our company for discriminating against him, should be entitled a complaint for not discriminating in his favor. The act of our baggageman was strictly in accordance with the provisions of the law, while to have complied with Mr. Campbell's request would have been a violation of the law.

Yours truly,

A. BRUNSON,
Solicitor.

Upon motion, the complaint of Campbell vs. California Central Railway Company was dismissed.

E. S. BRYANT AND J. H. MILLER vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

E. S. BRYANT AND J. H. MILLER, *Plaintiffs*,
vs.
SOUTHERN PACIFIC COMPANY, *Defendant*.

To the honorable Board of Railroad Commissioners:

We, the undersigned citizens of Latrobe, El Dorado County, desire to present our grievances in reference to freights and fares on said line of railroad, known as the Sacramento and Placerville Railroad:

First—The schedule price for wood from this station is \$16 per car—seven cords of live-oak or white oak and nine cords of pine—and wood is billed at the schedule rate; but when the bills are made out they run from \$16 to \$21 per car, the company claiming the wood is overweight. Hence, we cannot sell wood at any stipulated price, as we cannot tell what the freight will be. We have no voice in the weighing—only one side to fix the price. Rate three miles below is \$15. We are told by the company we can have the same rates by hauling to the \$15 station—an insult to common decency.

Second—We are not permitted to ship chickens, eggs, or butter unless we pay Wells-Fargo charges. We all know Wells-Fargo means the Southern Pacific Railroad Company.

Third—We have sixty miles of railroad running through a stock country. Grazing is the principal industry, and not a stock pen or corral on the whole line of road. If we had stock pens they would be of no use to our people, for the reason that the schedule rate is \$28 per car of twenty thousand pounds or less to Sacramento, while carload rates from Sacramento or Elk Grove to San Francisco are \$16. The distance from Latrobe to Sacramento is thirty-seven miles, down grade, requiring no strain.

Such manipulations have impoverished our people and will bankrupt the country in my opinion. If we had reasonable rates the road might benefit us, but when the rates destroy our market we would be better off if we had no road.

Our people are paying 5 per cent on \$200,000, growing out of this railroad. No people can prosper under such tyranny.

We know that carload rates on wood should not be above \$12, if we propose to allow the men who get it on the track a decent living. On pine wood, that sells for \$5 50 per cord, we pay \$2 22½ to get it to Sacramento. On oak we pay \$2 28½. We pay for chopping, \$1 51; for hauling, from \$1 to \$1 50 per cord. We pay for loading and unloading. I want you to figure where these people will get off.

We have provided a Railroad Commission to adjust such matters, and see that justice is done to the people, and also to the railroads. All we ask is justice, and that we hope to get from your hands. Knowing we have no appeal from your Board, we expect it from you.

Another matter I wish to present, and that is that one merchant bought a certain lot of wood, and sold it in Sacramento, to be delivered at a certain price. Was not advised as to the new system of manipulation, and received a bill to-day for \$19 88 for overcharges on freight, which he had to pay out of his own pocket. You can judge from this transaction the condition our people are in when they wish to enter the market with their products.

J. H. MILLER.

E. S. BRYANT.

STATE OF CALIFORNIA, } ss.
County of El Dorado, }

J. H. Miller and E. S. Bryant being duly sworn, each for himself and not one for the other, deposes and says that the foregoing statement is true to the best of their knowledge and belief.

J. H. MILLER.

E. S. BRYANT.

Subscribed and sworn to before me the twelfth day of June, 1891.

JOHN McCARTY,
Notary Public.

SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

E. S. BRYANT AND J. H. MILLER, Plaintiffs, }
vs. }
SOUTHERN PACIFIC COMPANY, Defendant. }

The People of the State of California send greeting to Southern Pacific Company (a corporation), defendant:

You are hereby required to appear and make answer to the complaint of E. S. Bryant and J. H. Miller, duly sworn to and on file with this Board of Railroad Commissioners, a copy of which is attached hereto, within fifteen days from the day of service. The plaintiffs complain of excessive freight charges between Latrobe, El Dorado County, and Sacramento.

Given under my hand and seal of the Railroad Commissioners of the State of California, this twenty-fourth day of June, in the year of our Lord one thousand eight hundred and ninety-one.

JAS. V. KELLY,
Secretary Board of Railroad Commissioners.

STATE OF CALIFORNIA, }
City and County of San Francisco. }

I, Charles H. Eldred, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on A. N. Towne by delivering to him personally, in San Francisco County, State of California, a printed copy of said summons attached to a printed copy of the complaint of E. S. Bryant and J. H. Miller vs. The Southern Pacific Company (a corporation), as attached hereto.

Dated San Francisco, this twenty-fourth day of June, 1891.

CHARLES H. ELDRED,
Bailiff of the Board of Railroad Commissioners, State of California.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

E. S. BRYANT AND J. H. MILLER, *Plaintiffs,* }
vs. }
SOUTHERN PACIFIC COMPANY, *Defendant.* }

The above named defendant, without in any manner waiving, but in all things expressly insisting upon the objection herein expressly made, that the complaint of the plaintiffs above named does not state facts sufficient to authorize this proceeding, and does not conform to the requirements of Section 9, Chapter LIX, Statutes of 1880, for answer in its behalf to said complaint, admits, denies, and avers as follows, to wit:

Defendant denies that the rates on wood, or that the schedule prices are as stated in the complaint; but to the contrary avers that the rates on wood from Latrobe to Sacramento are \$16 per car of ten tons in weight, or seven cords of oak, at shippers' option, and \$16 per car of nine cords of nut pine.

Defendant denies that shippers are not permitted to ship chickens, or eggs, or butter unless they pay Wells-Fargo charges; but on the contrary avers that shippers are allowed to ship chickens, eggs, butter, and all other produce over the railroad of this defendant at the fixed and established charges and rates of this defendant.

Defendant denies that Wells-Fargo means Southern Pacific Railroad Company, or that the Southern Pacific Railroad Company means Wells-Fargo.

Defendant denies that the schedule rate is \$28 per car of twenty thousand pounds, or less, from Latrobe to Sacramento on stock; but on the contrary avers that the rate from Latrobe to Sacramento is \$25 per car for cattle and \$20 per car for sheep.

Defendant denies that the rates from Sacramento or Elk Grove to San Francisco on stock are \$16 per car; but on the contrary avers that the said rates are \$20 per car for cattle and \$16 per car for sheep.

Defendant denies that a down grade requires no strain; but on the contrary avers that a down grade requires great strain.

Defendant denies that such or any manipulations have impoverished the people, or will bankrupt the county in which the plaintiffs reside; but, to the contrary, avers all its rates in said county of El Dorado are reasonable and just; that the said line of railroad passing through said county is a branch line, with its terminus in the city of Sacramento.

Defendant denies that any tyranny is practiced by it, and denies that carload rates on wood should not be above \$12.

Defendant denies that the plaintiffs have provided a Railroad Commission to adjust such matters; but, to the contrary, avers this honorable Commission has been established by the people of this State, under their Constitution.

As to all other matters charged in said complaint not hereinbefore expressly denied or explained, defendant denies the same generally and specifically.

J. C. MARTIN,
Attorney for Defendant.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

C. F. Smurr, being duly sworn, deposes and says that he is an officer, to wit: General Freight Agent, for the defendant (a corporation), and makes this verification for and in behalf of said defendant, that he had read the foregoing answer and knows the contents thereof, and that the same is true of his own knowledge, except as to matters therein stated on his information or belief, and as to the other matters, that he believes it to be true.

C. F. SMURR.

Subscribed and sworn to before me, this eighth day of July, 1891.

E. B. RYAN,
Notary Public.

Filed in office of Railroad Commissioners, July 9, 1891.

JAS. V. KELLY,
Secretary.

SAN FRANCISCO, July 13, 1891.

In the matter of the complaint of E. S. Bryant and J. H. Miller, of Latrobe, the Southern Pacific Company having filed its answer, upon motion of Commissioner Litchfield, the whole matter was referred to Commissioner Beckman for investigation.

SAN FRANCISCO, September 21, 1891.

In the matter of the complaint of E. S. Bryant and J. H. Miller, of Latrobe, El Dorado County, vs. The Southern Pacific Company, Commissioner Beckman moved that the Commission hold a session at Latrobe, on October 15, 1891, at 11 o'clock, to hear said case, and that the Secretary be directed to give notice thereof according to law.

So ordered.

The following statement is given in evidence on the part of the Southern Pacific Company in rebuttal to the testimony offered by the plaintiffs at the hearing at Latrobe:

SAN FRANCISCO, October 16, 1891.

Mr. JAMES V. KELLY, Secretary State Board of Railroad Commissioners, "Chronicle" Building, San Francisco, California:

DEAR SIR: In matter of complaint of Messrs. Miller and Bryant of exorbitant rates on wood from Latrobe to Sacramento; collusion with Express Company with respect to the movement by freight of butter and eggs; lack of loading facilities for live stock; and excessive rates on live stock, desire to present, in way of evidence and refutation of testimony given at your recent meeting at Latrobe, the following facts, to which I am prepared to affirm, if it be your pleasure:

There are various localities in which wood is chopped and from which it is shipped to the Sacramento market. The following statement, showing stations from which wood is shipped, distance and rate to Sacramento, in comparison with distance and rates charged from stations equidistant on the Sacramento and Placerville road, will, I think, demonstrate to your honorable body that the prayer of the Latrobe wood men is one intended only to further their own selfish interests, and if granted would exclude other communities who are as much entitled to the privileges of the Sacramento market as are the good people of Latrobe and vicinity:

RATES ON CORDWOOD.

Seven Cords Live Oak,
Nine Cords Nut Pine, or 20,000 lbs.

Seven Cords, or 20,000 lbs.

	Miles.	Rate.	Tonnage.		Miles.	Rate.	Tonnage.
Brighton	5	\$5 00	20,000	Ben Ali	6	\$5 00	142,855
Mills	12	9 00	60,000	Arcade	8	9 00	60,000
Folsom	22	12 00	2,020,000	Antelope	14	11 00	20,000
White Rock	29	16 00	60,000	Elk Grove	16	10 00	22,400
Cothrin	34	16 00	1,202,960	Roseville	18	12 00	120,000
Latrobe	37	16 00	1,200,000	Woodland	23	15 50	68,120
Bryant	39	16 00	1,936,170	Loomis	25	16 00	894,795
Brandon	40	16 00	2,634,100	Penryn	28	16 00	227,500
Dugan	42	16 00	1,094,255	Yolo	28	18 00	20,000
Bennett	44	16 00	948,535	Lincoln	29	14 00	1,640,000
Shingle Springs	48	16 00	3,040,000	Newcastle	31	16 00	28,400
Cummings	51	18 00	1,801,425	Acampo	32	14 00	40,000
El Dorado	53½	18 00	1,020,000	Auburn	36	16 00	1,100,000
Diamond	56	18 00	260,000	Bowmans	39	16 00	20,000
Placerville	59½	20 00	20,000	Wheatland	40	17 00	20,000
				Clipper Gap	43	16 00	1,573,600
				Applegate	46	17 00	2,344,605
				New Eng. Mills	49	17 00	818,305
				Landers	51	18 00	622,235
				Arbuckle	51	20 00	115,360
				Marysville	52	18 00	435,000
				Colfax	54	18 00	354,575
				Secret Town	62	19 00	294,670
				Towles	70	20 00	373,085
Total			17,319,445	Total			11,350,405

RATES ON LIVE STOCK IN CARLOADS.

In dollars and cents per car; to be loaded and unloaded by owner, and to be shipped under a special live stock contract.

To SACRAMENTO FROM—	Horses.	Cattle.	Hogs and sheep.
Brighton	\$5 00	\$5 00	\$5 00
Perkins	5 00	5 00	5 00
Manlove	8 00	8 00	8 00
Mayhew	10 00	10 00	10 00
Routier	12 00	12 00	10 00
Mills	12 00	12 00	10 00
Soudan	13 00	13 00	10 40
Salsbury	13 00	13 00	10 40
Natoma	14 00	14 00	11 20
Alder Creek	15 00	15 00	12 00
Folsom	17 00	17 00	13 60
White Rock	25 00	25 00	20 00
Cothrin	25 00	25 00	20 00
Latrobe	25 00	25 00	20 00
Bryant	26 00	26 00	20 80
Dugan	28 00	28 00	22 40
Bennett	28 00	28 00	22 40
Shingle Springs	30 00	30 00	24 00
El Dorado	32 00	32 00	25 60
Diamond	33 00	33 00	26 40
Placerville	34 00	34 00	27 20

In this statement I present to you the tonnage, as well as distances and rates, and we would much deprecate should your honorable body think it proper to order a reduction in rates from Latrobe and other wood-shipping points on that road, for the result would be a corresponding reduction from other wood-shipping points on other portions of the system, thus placing our Latrobe friends in practically the same position in relation to

these other competing wood-shipping points that they are to-day, and depriving this company of much needed revenue, for it can be easily demonstrated that the Sacramento and Placerville Railroad is not self-sustaining.

As to the charge of collusion between the express and railroad companies, we deny this in toto, and the testimony of our agent, Mr. Duden, which is of record with your honorable body, controverts the charge as made.

In the matter of lack of stock corrals and loading chute, we would say that at no time have we been asked to provide such facilities. There has been no proffer in the past of stock in carload lots from Latrobe or other stations in that vicinity. We have diligently sought information on the subject, and cannot gather such as would warrant an expenditure on the part of this company in the direction indicated. We have reviewed our record of the Elk Grove shipments for the first nine months of 1891, and do not find that Mr. E. S. Bryant's name appears thereon as a cattle or other stock shipper. This is mentioned in view of his declaration, under oath, that he had driven two hundred head to the vicinity of Elk Grove this spring for shipment, although it is possible that the cattle he referred to might have been shipped in some other name. The total cattle shipments from that station for the period named aggregates twenty-four carloads, of which two hundred head would make ten carloads.

In the matter of cattle tariffs, in the absence of business offering, the only rate our agent could quote would be the standard tariff. Should it be shown that said rates were higher than would warrant shipment by rail, certainly the question would be taken under advisement, given careful consideration, and such action taken as would be in the best interests—which would naturally be to stimulate the cattle-fattening industry in that vicinity, and certainly to attract the cattle movement to the rails of this company rather than to have them driven over the country roads to market.

Relative to the testimony offered under oath that this company had a rate in force of \$24 per car, twenty-seven cords of wood, Dunsmuir to Sacramento, have to say that this is wholly in error. The only rate on wood—Dunsmuir to Sacramento to-day, or that has prevailed in the past—is that of \$30 per car of seven cords, or twenty thousand pounds; in other words, \$4 28 per cord.

With this statement of the facts pertaining to complaints referred to, we desire to submit our case to your good judgment.

Yours truly,

C. F. SMURR.

Filed in office of Railroad Commissioners, October 17, 1891.

JAS. V. KELLY,
Secretary.

The Commission having met at Latrobe as per resolution, and having heard all the evidence attainable, and having had the same under advisement, do find the following to be the facts, and render decision accordingly:

DECISION OF THE BOARD.

OFFICE STATE BOARD OF RAILROAD COMMISSIONERS OF CALIFORNIA,
SAN FRANCISCO, Monday, October 19, 1891. }

In matter of complaint of J. H. Miller and E. S. Bryant, of Latrobe, El Dorado County, California, vs. Southern Pacific Company (a corporation), charging:

First—That excessive rates are charged on wood from Latrobe to Sacramento.

Second—Collusion between Wells-Fargo Express Company and the Southern Pacific Railroad Company, thereby forcing shipments of butter and eggs by express.

Third—Lack of facilities for loading live stock.

Fourth—Excessive live stock rates.

After visiting Latrobe and taking all the evidence obtainable, it is the sense of this Commission that Count No. 1 is not sustained.

Count No. 2.—The evidence showed that this charge was without any foundation whatever.

Count No. 3.—That subject to thirty days' notice of intended live stock shipments in vicinity of Latrobe, a corral with suitable loading chute should be provided at that point for the accommodation of the public.

Count No. 4.—We think the rates on live stock can properly be reduced, and that at our next meeting we will have prepared a new schedule on all live stock on the line of this road.

[SEAL]

WM. BECKMAN,
J. M. LITCHFIELD,
Commissioners.

Attest: JAS. V. KELLY,
Secretary Railroad Commission.

On November 2, 1891, the following resolution was offered by Commissioner Beckman:

Resolved, That the following schedule of rates be and they are hereby established, to take effect December 1, 1891.

(Signed:)

J. M. LITCHFIELD,
WM. BECKMAN,
Commissioners.

Adopted.

RATES ON LIVE STOCK ON SACRAMENTO AND PLACERVILLE RAILROAD.

Rates in dollars and cents per carload of 20,000 pounds.

FROM—	To Sacramento.			To Stock Yards.	To San Francisco.
	Horses.	Cattle.	Sheep and Hogs.	Cattle.	Cattle.
Perkins	\$5 00	\$5 00	\$5 00	\$22 50	\$25 00
Manlove	7 00	7 00	7 00	23 00	25 00
Mayhew	7 00	7 00	7 00	23 00	28 00
Routier	8 00	8 00	8 00	25 00	28 00
Mills	8 00	8 00	8 00	25 00	28 00
Soudan	9 00	9 00	9 00	25 00	28 00
Salsbury	9 00	9 00	9 00	28 00	30 00
Natoma	10 00	10 00	10 00	28 00	30 00
Alder Creek	10 00	10 00	10 00	28 00	32 00
Orchard	11 00	11 00	10 00		
Folsom Junction	11 00	11 00	10 00		
Folsom	12 00	12 00	10 00	30 00	32 00
White Rock	14 00	14 00	11 20	32 00	32 00
Cothrin	15 00	15 00	12 00	32 00	33 50
Latrobe	16 00	16 00	12 80	33 50	33 50
Bryant	17 00	17 00	13 60	33 50	34 00
Branden	17 00	17 00	13 60		
Dugan	17 50	17 50	14 00	33 50	35 00
Bennett	18 00	18 00	14 40	34 00	36 00
Shingle Springs	18 50	18 50	14 80	35 00	36 00
Cummings	19 00	19 00	15 20		
El Dorado	19 50	19 50	15 60	36 00	36 00
Diamond	20 00	20 00	16 00	36 00	37 00
Placerville	20 50	20 50	16 40	36 00	37 00

ANSWER OF SOUTHERN PACIFIC COMPANY CONCERNING RATES AS FIXED.

SOUTHERN PACIFIC COMPANY, OFFICE OF THIRD VICE-PRESIDENT, {
SAN FRANCISCO, November 3, 1891. }

To the Board of Railroad Commissioners of the State of California:

GENTLEMEN: I am in receipt of your communication of November 3, 1891, covering schedule of rates over Placerville Division, Southern Pacific Company, adopted by your Commission November 2, 1891.

The Southern Pacific Company is advised by counsel, and believes that your Board cannot legally fix the rates to be charged for transportation over any of the lines of railroad operated by that company, and therefore respectfully protests against your action in that respect.

Very respectfully,
(Signed:)

J. C. STUBBS.

PETITION FROM CITIZENS OF PORTERVILLE AND VICINITY.

A petition signed by two hundred and sixty-two citizens of Porterville and vicinity, Tulare County, was laid before the Commission by the Secretary for consideration.

The petitioners sought relief from excessive rates and insufficient transportation facilities furnished by the railroad company for freight.

It being deemed best by the Commissioners to visit the locality where the trouble exists, the following resolution was introduced by Mr. Beckman, and seconded by Mr. Litchfield:

Resolved, That this Board meet at Porterville, on the Fresno branch of the Southern Pacific Company, on Thursday, February 5, 1891, at 11 o'clock A.M., to hear any and all complaints, and investigate the same; due notice to be given the residents of that vicinity by advertising in a daily or weekly newspaper published in the town of Porterville for two weeks, as required by law.

Adopted.

The Secretary was also instructed to write a personal letter to complainants—addressing letter to Mr. Gilman, notifying him that the Railroad Commission would meet at Porterville on Thursday, February 5, 1891, at 11 o'clock A.M., to hear all complaints.

J. B. HACKETT vs. SOUTHERN PACIFIC COMPANY, AND P. T. CHAPMAN vs. SOUTHERN PACIFIC COMPANY.

The complaints of J. B. Hackett vs. Southern Pacific Company, and P. T. Chapman et al. vs. The Southern Pacific Company, complaining of freight charges on the Fresno branch of the Southern Pacific Company, and commonly known as the Porterville branch, were continued by the Board, to be taken up at the session to be held in Porterville, owing to the similarity of these cases to the case of J. W. Gilman et al. vs. The Southern Pacific Company.

COMPLAINT.

To the honorable Board of Railroad Commissioners of the State of California:

We, the undersigned business men of Porterville, Tulare County, California, and vicinity, would most respectfully petition your honorable body and ask that you investigate and relieve us, if possible, from the unjust discrimination in freight rates on the Stockton and Tulare Railroad, as such freight rates are enormously high and manifestly unjust to us as shippers.

All of which is respectfully submitted, and for which your petitioners forever pray.

P. T. CHAPMAN,
Druggist.

Filed in office of Railroad Commissioners, January 12, 1891.

JAS. V. KELLY,
Secretary.

The above complaint was signed by thirty-five other business men.

COMPLAINT.

To the honorable Board of Railroad Commissioners:

My grievances are that the freights are too high to Porterville on my line of goods for me to compete with my competitors, that is, the hardware and agricultural implement men of Tulare City. The difference in miles is twenty-six. The difference in freight is as follows: Carload lots on wagons and machines: Tulare City, 72 cents per one hundred pounds; Porterville, 76 cents; 4 cents difference. Single wagons and machines: Tulare, 97 cents; Porterville, \$1 12; 15 cents per one hundred pounds difference. Barbed wire, carload: Tulare, 81 cents; Porterville, 98 cents; 17 cents per one hundred pounds difference; by the ton: Tulare, 97 cents; Porterville, \$1 12; 15 cents difference. This is San Francisco.

Plow points from Stockton to Tulare, \$1 24½ per one hundred pounds; to Porterville, \$1 42½; 18 cents difference. Terra cotta from San Francisco, \$1 68 per one hundred pounds this year; last year, \$1 12 per one hundred pounds; 56 cents difference.

If you can give me an equal show with my opponents you will be granting my prayer.

Respectfully,

J. B. HACKETT.

Filed in office of Railroad Commissioners, February 5, 1891.

JAS. V. KELLY,
Secretary.

J. W. GILMAN ET AL. vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

J. W. GILMAN ET AL., *Plaintiffs,*
 vs.
 THE SOUTHERN PACIFIC COMPANY, *Defendant.* }

To the honorable Railroad Commissioners, and Hon. James W. Rea, representing the Third District:

We, your petitioners, ask of you to take steps and see whether the S. P. R. R. Co., or the so called P. I. Co., that now has a road constructed and in working order from Porterville, in Tulare County, to Poso, in Kern County, where it connects with S. P. R. R. Co.'s main line. That the said line is operated by the S. P. R. R. Co., to the great detriment and direct injury to the people who are compelled to do business over this portion of the road. That our shipments south of Porterville, which point is now the terminus of the so called Oakdale and Poso road. That the Southern Division of the said Oakdale and Poso Railroad starts from Fresno and terminates at Porterville. That in our belief, the said portion of the road now operated between Fresno and Porterville has excessively high freight and passenger rates, which are not in accordance with the law. That the portion of the road between Porterville and Poso is operated at the pleasure of the S. P. R. R. Co., and that the freight rates charged thereon are excessive and beyond all reason. That the rate from Plano to Porterville, a distance of one and one half miles, for carload lots on grain, is 25 cents per ton over and above the charges from Porterville. That the corresponding rates on the main line of the S. P. R. R. Co., for the distance of ten miles, is only 5 cents per ton between stations. That the S. P. R. R. Co., or the P. I. Co., did not act in good faith with the people from whom they received rights of way, under the promise that they would operate their road and would make it a benefit to the community at large. That the town of Plano supports two stores, two hotels, two churches, two saloons, two blacksmith shops, butcher shop, grain warehouse, a barley mill, and is the Post Office for the delivery of mail for three hundred or more people. That the said S. P. R. R. Co. says that the business of Plano and the surrounding country will not warrant them in maintaining a side track or spur track, even when constructed at the expense of the community. That the town of Plano will ship this season in wheat alone five thousand tons. That the station of Terra Bella, seven miles south of Plano, will ship ten thousand tons. That the other portion of the road south of Terra Bella to Poso will ship five thousand tons. At an average rate to Port Costa, south of Terra Bella, \$4 75, and from Terra Bella and Plano, \$4 60 per ton, the total freight on the above would amount to \$92,750. Had this road been operated by daily trains and in the same manner that all other roads are operated, those shipments would have been 50 per cent more. That your petitioners demand that your Commission will compel the S. P. R. R. Co., or the P. I. Co., to operate this line as they do all others, and not to discriminate against us in freights and fares. And furthermore, that your petitioners demand a side track at the town of Plano, to enable us to transact our business. And we humbly ask that your Commission take immediate action in this matter.

Filed in office of Railroad Commissioners, December 5, 1890.

JAS. V. KELLY,
 Secretary.

The above complaint is signed by one hundred and sixty-five residents of that community, and most of them are farmers and grain dealers.

ANSWER.

SOUTHERN PACIFIC COMPANY, }
 OFFICE OF THE GENERAL TRAFFIC MANAGER, }
 SAN FRANCISCO, January 17, 1891.

Mr. J. V. KELLY, Secretary Board of Railroad Commissioners, City:

DEAR SIR: Returning herewith petition of the citizens of Porterville, in which they ask that you "investigate and relieve us, if possible, from the unjust discrimination in freight rates on the Stockton and Tulare Railroad, as such freight rates are enormously high and manifestly unjust to us as shippers." I beg to say:

There is no "unjust discrimination" in freight rates on the Stockton and Tulare Railroad, as will appear by investigation of the rates, schedules of which are inclosed herewith, and rates are not "enormously high," but are manifestly just and reasonable.

GRAIN RATES.

I presume the first and most important item affecting the interests of Porterville, is the grain rate. From the tariff inclosed, it appears that the rate on grain, carloads, from Porterville to Port Costa, two hundred and forty-three miles, is \$4 25 per ton, being the same rate per mile as charged from points on the main line for like distances to Port Costa. Instead of being a "discrimination," therefore, the rates are practical and favorable to the Porterville shippers than to main line shippers, because it is a well known fact in transportation that it costs more to handle a limited amount of tonnage on a branch line than it does a larger volume of business on a trunk line.

The rate of \$4 25 per ton, Porterville to Port Costa, is only 1.7 cents per ton per mile, which I think cannot be called excessive or unreasonable. If the road between Porterville and Fresno had been built and operated by an independent company, no such rates as are now in force would have been possible, or could have been secured by the producers at Porterville.

LIVE STOCK RATES.

The rate on cattle, in carloads, from Porterville to San Francisco, two hundred and sixty-four miles, is \$52 50, which, considering that Porterville is on a branch, compares favorably with Delano, a main line point, and approximately the same distance from San Francisco, from which the rate is \$49 50.

The rate on sheep, in carloads, from Porterville to San Francisco, is \$47 50, and from Delano, \$44 30.

GENERAL MERCHANDISE RATES.

Our rates on merchandise between Porterville and San Francisco are just and reasonable.

Rates on general merchandise, such as whisky, tobacco, tea, dry goods, etc., are, between Porterville and San Francisco, \$1 12 per one hundred pounds, being the same rate as Delano on main line, approximately the same distance.

In view of the fact that the Fresno branch is comparatively a new road, which has created and made valuable lands which, previous to building the road, were of little value, I am much surprised that any complaint should be laid before your honorable body. I am sure, on looking into the facts, you will conclude that our rates are just and reasonable, and if you have time to go into all the facts, will admit that the capital invested in the Fresno Division has never received a fair return.

Yours truly,

RICHARD GRAY.

PORTERVILLE, TULARE COUNTY, CAL., }
February 5, 1891. }

Pursuant to adjournment, the Board met at Porterville at 11 o'clock A. M.

Commissioner Rea stated that the object of the meeting was to hear complaints of the people of Porterville and vicinity against the Southern Pacific Company; also, that the complaints on file from Porterville were informal, not being sworn to; but as Mr. Smurr, representing the Southern Pacific Railroad Company, was present, he would consider the proceedings legal and formal. Sixteen witnesses were sworn and testified.

Commissioner Litchfield offered the following resolution:

WHEREAS, At a meeting of this Board held at Porterville, February 5, 1891, to listen to complaints against the Southern Pacific Company, it appearing by the evidence of some of the complainants that most of the causes of complaint had been remedied by the Southern Pacific Company since the above named complaints had been filed with this Board and the railway company had been informed of the complaints; and whereas, the evidence of lack of transportation facilities, loss of grain in shipment, and evidence of other irritating circumstances having been called to the attention of the railroad officials, said railroad officials having already remedied a number, and are now making arrangements to speedily remove all just causes of complaint along the line of the said railroad; and whereas, the complaint from the citizens of Porterville and vicinity, at a meeting of this Board at the above named place, bringing out and listening to the evidence of all complaints, has already redounded to the great benefit of the citizens along the line of said railroad; now, therefore, be it

Resolved, That it is the duty of this Board to visit the different shipping points of the State, examine into the management of the railroads, notify the citizens in the town and surrounding country to appear before our Board with any complaints and grievances

they may have to offer, and that this Board take such steps as may be necessary to remove all just cause of complaint.

Resolved, That the Chairman and Secretary of this Board lay out a route, designate stopping places, dates of stoppages, and notify the citizens along the road of our meetings and the object of such meetings.

The above resolutions were seconded by Commissioner Beckman.

Commissioner Rea offered the following resolution as a substitute:

Resolved, That the Southern Pacific Company be required to show cause why its freight rates to and from points on its Fresno Division, commonly known as the Porterville branch, should not be revised, with a view to modification, on the basis charged to other communities similarly situated.

The resolution offered by Commissioner Litchfield was adopted. Commissioners Litchfield and Beckman voting in the affirmative, and Commissioner Rea voting in the negative.

Commissioner Rea's resolution was taken up and adopted unanimously.

Commissioner Rea submitted his report on the new schedule for the Porterville branch of the Southern Pacific Company, and wished to embody the following paragraph in the report:

It is also understood that with this schedule the switching charges are to be removed.

Rejected.

Upon motion of Commissioner Beckman, the schedule for freights upon the Porterville branch of the Southern Pacific Company, as submitted by Commissioner Rea, was adopted unanimously, and the Secretary was instructed to serve the same upon the officers of the Southern Pacific Company at once.

STATEMENT OF EXPENSES AND EARNINGS OF PORTERVILLE BRANCH.

Porterville branch investment		\$1,575,000 00
Interest, at rate of 5 per cent, equals per annum		\$78,750 00
Operating expenses for 1890:		
	Average per Month.	
Maintenance of way	\$2,363 29	
Salaries of agents, etc.	378 51	
Locomotive service	2,568 14	
Salaries of trainmen	541 67	
Total per month	\$5,851 61	
Total for the year		70,219 32
Total operating expenses and interest		\$148,969 32
Earnings for year 1890:		
Passenger train earnings	\$20,769 80	
Freight earnings	64,541 45	
Total		85,311 25
Deficit		\$63,658 07

Filed in office of Railroad Commissioners, March 12, 1891.

JAS. V. KELLY,
Secretary.

Pursuant to a resolution adopted by this Board at its regular meeting held in San Francisco, Cal., February 12, 1891, the following decision was unanimously adopted:

DECISION OF THE BOARD.

*Before the Board of Railroad Commissioners of the State of California.*J. W. GILMAN ET AL., *Plaintiffs,*

VS.

THE SOUTHERN PACIFIC COMPANY, *Defendant.*

The above case was called, and argument having been made before this Board in defense of said Southern Pacific Railroad Company's present rates, and full and fair consideration given same, it is now ordered that the rates as per Schedules "A," "B," "C," and "D," annexed, be substituted for those now in use or force; same to take effect not later than fifteen days from date.

JAS. W. REA, President.

WM. BECKMAN,

J. M. LITCHFIELD,

Commissioners.

Filed in office of Railroad Commissioners, March 30, 1891.

JAMES V. KELLY,

Secretary.

SCHEDULE A.

PROPOSED SPECIAL LIVE STOCK AND WOOL TARIFF RATES.

Live Stock.—Rates in dollars and cents per car; to be loaded and unloaded by owner. Shipped under special live stock contract.

Wool.—In carload lots, rates in cents per 2,000 pounds. In less than carload lots, rates in cents per 100 pounds.

FROM—	HORSES.		CATTLE.		SHEEP AND HOGS.		WOOL.	
	To San Fran.	To Sac'to.....	To San Fran.	To Sac'to.....	To San Fran.	To Sac'to.....	To San Fran.	To Sac'to.....
Kaweah	\$60 50							
	60 00							
Exeter	61 00	\$61 00						
	60 00	60 00						
Lindsay	62 50	62 50	\$52 00	\$52 00	\$46 00	\$46 00		
	60 00	60 00	51 00	51 00	45 00	45 00		
Roth	63 00	63 00	52 50	52 50	47 50	47 50		
	60 00	60 00	51 00	51 00	45 00	45 00		
Porterville	63 00	63 00	52 50	52 50	47 50	47 50		
	60 00	60 00	51 00	51 00	45 00	45 00		
Terra Bella	65 00	65 00	54 00	54 00	49 00	49 00		
	60 00	60 00	51 00	51 00	45 00	45 00	*\$0 60	\$0 60
Orris	66 50	66 50	55 50	55 50	50 00	50 00		
	60 00	60 00	51 00	51 00	45 00	45 00	60	60
Jasmin	68 50	68 50	57 00	57 00	52 00	52 00		
	60 00	60 00	51 00	51 00	45 00	45 00	60	60

NOTE.—In each case the top figures show old rate.

* Cents per 100 pounds.

SCHEDULE B.

PROPOSED GRAIN RATES TO TIDE-WATER POINTS.

FROM—	To Sae'to	To Stockton..	To Port Costa.	To Benicia ..	To South Val- lejo	To San Fran- cisco and Oaki- d Wharf
Roth	\$4 35	\$3 60	\$4 25	\$4 25	\$4 50	\$4 75
	4 30	3 55	4 20	4 20	4 45	4 70
Terra Bella	4 50	3 75	4 40	4 40	4 65	4 90
	4 40	3 65	4 30	4 30	4 55	4 80
Orris	4 65	3 90	4 50	4 50	4 80	5 00
	4 40	3 65	4 30	4 30	4 55	4 80
Jasmin	4 80	4 05	4 70	4 70	4 95	5 20
	4 40	3 65	4 30	4 30	4 55	4 80

NOTE.—In each case the top figures show old rate.

SCHEDULE C.
PROPOSED RATES ON LUMBER TO POINTS ON THE FRESNO DIVISION.

To—	From—															
	Stockton	South Vallejo	Port Costa, Vallejo Junction	San Francisco	Towles, Dutch Flat, Gold Run, Colfax, New England Mills, Newcastle	Geissendorffers, Tunnel Siding, Emigrant Gap, Chinese Siding, Blue Cañon	Marte's Creek, Truckee	Clinton, Boca, Prosser Creek	Nelson, Live Oak, Marysville, Honcut, Sheridan	Sesma, Coma, Nord, Chico	Tehama	Red Bluff	Cottonwood	Anderson	Redding	Iguera, Wright's Spur, Sisson, Castle Crag
Butler																805
Minneola																800
Sanger Junction																813
Fortuna																825
Reedley																840
Dinuba																850
Monson																865
Taurusa																880
Kaweah																830
Exeter																845
Lindsay																860
Roth																875
Porterville																890
Terra Bella																905
Orris																920
Jasmin																935
																950
																965
																980
																995
																1010
																1025
																1040
																1055
																1070
																1085
																1100
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																1895
																1910
																1925
																1940
																1955
																1970
																1985
																2000

NOTE.—In each case where two rates are given, the top figures show old rate. Rates are in cents per ton of 2,000 pounds.

69.30	Fresno	51½	37	35	33	220	220	595	625	600	44	625
88.02	Goshen	66	49	44½	41	320	320	740	740	765	49	850
77.54	Tulare	58	44	39	36½	300	300	320	320	345	26	740
34.96	Poso	26	20	18	16	125	125	530	530			320
55.30	Bakersfield	41½	32½	28½	25½	235	235	435	530	555	38	530
102.96	Tehachapi	77	56½	52½	48	345	345	805	920	1035	59	1010
123.03	Mojave	92½	66½	60½	57½	375	375	855	920	1195	62	730
191.13	Saugus	143½	102	95	86	560	560	535	600	935	44	805
223.53	Los Angeles	167½	116	105	96	510	510	870	920	1345	69	1145
			113	99	95	625	625	550	600	1000	44	825
						565	565	550	600	1000	44	825

NOTE.—In each case where two rates are given, the top figures show old rate.

* In cents per 100 pounds. † In cents per 2,000 pounds. ‡ Flax seed, mustard seed, broom corn, hops, beans, California wine in wood.

JACOB HOBSON vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

DEAR SIR: I bought three hundred tons of hay at Livermore, and they told me the freight would be \$1 20 per ton, and since the first of January they raised it to \$1 50 per ton.

Yours etc.,

JACOB HOBSON.

P. S.—By order of James Rea, I send these expense bills. Please bring this before the Board.

J. HOBSON.

Filed in office of Railroad Commissioners, January 15, 1891.

JAMES V. KELLY,
Secretary.

ANSWER.

SAN FRANCISCO, January 20, 1891.

Mr. JACOB HOBSON, 450 West Santa Clara Street, San José, Cal.:

DEAR SIR: Your claim for overcharge on hay, Livermore to San José, presented through the honorable Board of Railroad Commissioners, duly received. We will proceed to voucher at once in your favor for the overcharge, the same due to issuing of circular with intent of harmonizing or making the rate uniform per ton, or as near so as practicable, regardless of length of car used in transportation of hay. Under our old method of tariff quite a difference resulted to the shipper when he could get a long car as compared with a short car, we having an equipment of cars from twenty-seven to thirty-four feet, and while this circular under which your shipment was made works well in most cases, it is a disadvantage in others.

However, there was no intent to advance the rate, and we will publish within a few days such instructions as will preclude further overcharge. In the meantime, should you happen to get other car or cars overcharged, send expense bills direct here, and we will take pleasure in adjusting the matter.

Yours truly,

C. F. SMURR.

On January twenty-sixth, the Board was informed that the Southern Pacific Company had adjusted matters satisfactorily.

CITY OF PASADENA vs. CALIFORNIA SOUTHERN RAILWAY COMPANY ET AL.

NOTICE OF COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

THE CITY OF PASADENA, Plaintiff,

vs.

CALIFORNIA SOUTHERN RAILWAY COMPANY, Defendant. }

To the General Manager of the California Southern Railway Company, K. H. WADE, Los Angeles, California:

Whereas, at a regular meeting of the Board of Railroad Commissioners of the State of California, held in their rooms, in San Francisco, State of California, on February 12, 1891, there being present Commissioners James Rea, William Beckman, and J. M. Litchfield, the following complaint from the City Attorney of the city of Pasadena, State of California, was presented:

"PASADENA, CAL., February 4, 1891.

"State Railroad Commission, San Francisco, Cal.:

"GENTLEMEN: The Board of Trustees of the city of Pasadena, on behalf of the people of this city, have requested me, as their City Attorney, to lay before you the following complaint against the old Los Angeles, Pasadena, and Glendale Railway Company, now known as the Los Angeles Terminal Railway Company, and also against the California Southern Railway Company, also known as the Santa Fe:

"Along in June, or probably a little earlier, in 1890, the L. A. P. & G. Co., commonly known as the Cross Road, or the Rapid Transit, having entered Pasadena, began business conveying freight and passengers for hire between Pasadena and Los Angeles. Prior to

that time there had been only the one road between the two cities, viz.: the Santa Fe, and the rate of fare had been 45 cents for the round trip, and 25 cents for a single trip.

"The L. A. P. & G. announced that they would make a cut in the rates, and did so, fixing the round-trip fare at 25 cents, or 35 cents including street car fare both ways in Los Angeles, and the single fare at 20 cents. Tickets at these prices were unlimited. The Santa Fe soon after adopted the same scale of prices, except as regards the street car fare in Los Angeles, which feature they did not include. The L. A. P. & G. also announced that they would issue commutation tickets for sixty rides, good for thirty days, at \$5. The Santa Fe also came down to this. These were the ruling rates until the end of the year 1890.

"With the beginning of the year 1891 both roads announced that their 25-cent round-trip tickets would be good only for the day on which they were purchased, and that their commutation tickets would thereafter be \$7. These rates went into effect, and still continue, notwithstanding the vigorous protests of the people.

"There seems to be no doubt that each of these companies fixed the lower rates above named for the purpose of competing with each other within the meaning of Section 20, of Article XII, of the Constitution. It is given out informally by these companies that they had your consent to this increase in prices beforehand. It is also common rumor that the L. A. P. & G., or Los Angeles Terminal Railway Company, was compelled to increase its prices by the Santa Fe Company, under threat that otherwise the Santa Fe Company would so lower its rates as to run the Rapid Transit Company out of business.

"I do not know how formal a complaint before your honorable Commission should be made, but as to the above facts I am ready to verify the same upon information and belief, and if anything further is needed you will let me know.

"Our people are unable to see why any change should be made in the charges by either of these companies, unless their rates were lowered, and pray your honorable body to take such steps as may be necessary to cause the old rates to be restored.

"Very respectfully yours,

"W. E. ARTHUR.
"City Attorney.

"STATE OF CALIFORNIA,)
"County of Los Angeles.} ss.

"W. E. Arthur, being duly sworn, deposes and says that he is the City Attorney of the city of Pasadena, and that he has read the foregoing complaint and knows the contents thereof, and that the same is true of his own knowledge, except as to matters herein stated upon information and belief, and as to such matters he believes it to be true.

"W. E. ARTHUR.

"Subscribed and sworn to before me, this fifth day of February, 1891.

"H. H. ROSE,
"Justice of the Peace, Pasadena Township."

And whereas, by a unanimous resolution of the Board of Railroad Commissioners, the Secretary of the Board was ordered to notify the officers of these companies of this complaint, and to further notify them that this Board has never given them any permission to raise rates, and that, if this complaint be true, this Board hereby directs them to restore the old rates at once, the same as in 1890.

Now, therefore, I, James V. Kelly, the Secretary of the Board of Railroad Commissioners of the State of California, thereunto duly appointed, do hereby notify you, by virtue of the authority conferred upon me by "An Act to organize and define the powers of the Board of Railroad Commissioners," approved April 15, 1880, as an officer of one of the companies complained of, of this complaint, and do further notify you that this Board has never given you any permission to raise rates, and that, if this complaint be true, this Board does hereby direct you to return the old rates at once, the same as in 1890.

Given under my hand and seal of the Railroad Commission of the State of California, this the fourteenth day of February, 1891.

[SEAL]

JAMES V. KELLY,

Secretary of the Board of Railroad Commissioners of the State of California.

SERVICE OF NOTICE.

STATE OF CALIFORNIA,)
County of Los Angeles.} ss.

John R. Slater, being duly sworn, deposes and says that on the eighteenth day of February, 1891, he served on the California Southern Railway Company a notice, of which the annexed is a copy, addressed to said company, together with a printed copy of the Act of the Legislature of California therein referred to, and that such service was made by delivering the same, in the office of said company, and during ordinary business hours, to a person of mature age in said office, and having charge thereof, to wit: K. H. Wade, General Manager of the California Southern Railway Company.

JOHN R. SLATER.

Sworn to before me, this nineteenth day of February, 1891.

H. H. ROSE,
Justice of the Peace, Pasadena Township.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

THE PEOPLE EX REL. THE BOARD OF RAILROAD COMMISSIONERS, }
 VS. }
 CALIFORNIA SOUTHERN RAILWAY COMPANY. }

To the honorable the Board of Railroad Commissioners of the State of California:

GENTLEMEN: Replying to the complaint made against the California Southern Railway Company, of date February 4, 1891, this company now states and shows:

That defendant denies that at any time any rates were reduced or any fare was fixed by this California Southern Railway Company, mentioned in the complaint as the Santa Fe Company, for the purpose of competition, but states that the rates between the city of Pasadena and Los Angeles have, at all times, been regulated by this company to suit its convenience and its ideas of justice and propriety; and after the road now known as the Terminal Road was constructed, rates were arranged by the two companies, without competition and without any reduction of rates, amicably and with a mutual understanding of the two companies.

This defendant further denies that it has ever agreed or consented to any rates such as those adopted by the road now known as the Los Angeles Terminal Railroad Company, but, on the contrary, it has established and maintained rates between the points aforesaid different from those of the Terminal Railroad Company.

This defendant, further answering, denies that it has at any time, or in any place, or under any circumstances, given out formally that it had the consent of your honorable body to any increase in prices beforehand or behindhand, or in any other manner whatever; and defendant denies that there has ever at any time been any occasion to apply to your Board for any change in rates between any stations on lines operated by this defendant.

Defendant denies that it has ever made any threats that it would or could lower its rates, so as to run the Rapid Transit Company, or Los Angeles Terminal Railway Company, out of business, or that by reason of any threats it has compelled said Los Angeles Terminal Company to increase its prices; and it denies any threats, or any force or intimidation, in any manner whatever, by which the price of any ticket has been changed or any arrangement has been made between the said Terminal Railway Company and this defendant. And this defendant, further answering, admits and alleges that since about the month of June, 1890, it has kept for sale at Pasadena and at Los Angeles single-trip tickets between said stations, at the rate of 20 cents per ticket; that that is the rate established by this company, and that it has never at any time, either on the first day of January, 1891, or at any other time, changed said rates, or increased or decreased them in any sum whatever; that said tickets have been kept on sale at the stations above named in accordance with the provisions of Section 490 of the Civil Code of this State; that such tickets are known as unlimited tickets, good for use in one direction only, during any time within six months after their issuance and sale, and good for all stop-over privileges on said road. And this defendant alleges that such ticket, as it is advised and verily believes, is the only ticket required by law for it to keep; that the price thereof is now, and has been since established, about the month of June, 1890, 20 cents, and no more and no less, and that any citizen of Pasadena can, upon application, have such ticket by paying the price thereof.

This defendant, further answering, admits that prior to the first day of January, 1891, it had sold commutation tickets, good for sixty rides between said city of Pasadena and the city of Los Angeles, for \$6 or \$6 50, and that on the first day of January, 1891, the price of said commutation tickets was raised to \$7 or \$7 50, being a raise of \$1 for commutation tickets between the stations aforesaid; and this defendant, on information and belief, alleges that it had a right so to keep said commutation tickets on sale, and to increase or diminish the price thereof at its pleasure, under the provisions of Section 21, Article XII, of the Constitution of the State of California.

This defendant denies that it is under any obligations to keep on sale commutation, or round-trip, or excursion tickets, but when the same are kept for sale and all parties applying for such tickets are treated alike, without discrimination, then this defendant alleges and contends that it has a right to increase or diminish, or to entirely withdraw such tickets, or any of them, from sale at any time, as it, in its judgment, may see proper. And this defendant alleges that in so far as the keeping on sale of commutation, excursion, or round-trip tickets is concerned, they are kept for the convenience of the patrons of the road, subject to all such reasonable rules and regulations, both as to price and sale, as this defendant may see proper to make and enforce in the premises.

And this defendant denies that it has done anything or committed any act in violation of any law of this State, or any of the provisions of the Constitution of this State, or that it is amenable to any Court, body, or Board for its increase in price of commutation or round-trip tickets; that the same are exclusively within its jurisdiction and control, subject only to the reasonableness of the rule which it establishes for their sale and use.

This defendant, further answering, says that it has no information as to the acts of the said Los Angeles Terminal Railway Company, and therefore it answers for itself, and not for said company.

Wherefore, having fully answered, defendant asks the judgment of your honorable body that it be discharged from further proceedings and all penalties and orders in the premises.

A. BRUNSON,
Solicitor for Defendant, California Southern Railway Company.

To the honorable Board of Railroad Commissioners:

GENTLEMEN: Permit me to submit to you the following as a statement of facts in connection with the complaint made by the people of Pasadena, through their City Attorney, against our railroad for raising the rates of passenger traffic between that city and Los Angeles. In the first place, we never applied to the Board of Railroad Commissioners for the privilege of raising the rates, and never have claimed, or asserted, or thought of asserting, that any permission had been granted our company to make any change in our schedule rates for tickets or passage on any portion of our lines in this State. The City Attorney's affidavit in that respect is wholly unsupported by the facts.

Secondly, we have not raised the price of the statutory tickets for single passage between Pasadena and Los Angeles, or any other of the intermediate points, since they were first established upon the opening of what is known as the Terminal Road. The price of that ticket, not for the purpose of meeting competition, but by mutual amicable arrangement between the two companies, and fixed at that time, something like one year ago, at 20 cents a single ticket from Pasadena to Los Angeles. The Terminal Road gave street car fare included; we never did, and no change has been made in the price of that ticket, nor is any change contemplated. We have kept on sale whenever it suited us, and I think all of the time, commutation tickets good for sixty rides. These tickets have, while on sale, always been sold to every applicant at the same uniform price, without discrimination as between any persons applying for such tickets. We have also kept on sale what are known as round-trip tickets, that is, a ticket entitling the holder to make the trip to Pasadena from Los Angeles and from Pasadena returning to Los Angeles, or vice versa, as the case might be. As to these tickets we have changed the limit in which they would be recognized whenever we thought it was best so to do, and on both of these tickets we have made a change, raising the commutation from \$6 50 to \$7 50, and limiting the round-trip tickets to one day.

These are all the facts, so far as our company is concerned, and now I give you briefly my idea of the law governing these questions.

Section 490 of our Civil Code is the only provision that I have been able to find in any of our statutes declaring the will of the Legislature as to any kind of tickets which the company shall keep on sale, and that provides for what is known in railroad parlance as an unlimited ticket. That section of the Code compels every railroad company to provide and keep on hand, and sell to any applicant, a ticket which entitles the purchaser to a ride, and the accommodations provided on the cars, from the depot or station where the ticket is sold to any other depot or station on the line of the road, and the holder thereof is entitled to ride from station to station, stopping off as he may see fit, until he has reached the end of the route called for by his ticket, and the ticket is good for six months. This ticket, as you will see, is a ticket in one direction. It is the statutory ticket, and the failure to provide and sell this ticket on demand is, by the provisions of that section of the Code, made punishable by a fine of \$200. This ticket we always have kept on sale between the points indicated in this complaint, at a uniform price of 20 cents per ticket. It is now there; we contemplate keeping it there.

As to commutation tickets, Section 21, of Article XII, of the Constitution of this State, forbids discrimination, but the last sentence of that section reads as follows: "Excursion and commutation tickets may be issued at special rates." It is a well recognized principle, often established by the Courts, that commutation tickets are subject to such various changes, rules, and regulations made by the railroad company, in its discretion, as may be reasonable and just.

I cite you to only one case, which is that of the State ex rel. Atwater vs. Delaware, Lackawana, and Western Railroad, found reported in Vol. 23, American and English railroad cases, and the language to which I refer will be found at page 474. It is a New Jersey case, but is in harmony with every decision that has ever been rendered upon that question, and I use it because its language is so brief: "A company is under no obligations to establish commutation rates for a particular locality, but when it has established such rates, and commutation tickets are sold thereat to the public, the refusal of such a ticket to a particular individual, under the same circumstances and upon the same conditions as such tickets are sold to the rest of the public, is an unjust discrimination against him, and a violation of the principle of equality which the company is bound to observe in the conduct of its business."

A commutation ticket under the authorities of which this is an exponent is, therefore, a ticket subject to the will of the company, to be put on sale or withdrawn at the will and pleasure of the company, and to be put on sale at whatever price the company may see fit to establish, but when on sale there must be no discrimination against any one individual in favor of others in its sale or use.

Take the case of excursion tickets, which in the Constitution are classed with commutation tickets; that we make an excursion for the scholars of a Sunday-school at a rate of 38½ per cent of first class rate for any one particular excursion. This would not

give a baseball club the right to complain before the Board of Railroad Commissioners if we should charge them 50 per cent of first class rates over the same line, the excursions being distinct and held at different times. In other words, the Constitution confers on the railroad companies the privilege of making special rates on excursion tickets and on commutation tickets alike. If I am correct in this, and this has been my advice to my company, then we are not amenable to any law, because we have violated no law. If the Board of Railroad Commissioners should disagree with us upon this point, as the law does not compel us to keep commutation tickets on sale, we can take them out of our office and then the good people of Pasadena would have to pay 20 cents a ride, or \$12 for every sixty rides instead of \$7 50 as now fixed, and I do not understand that under the law we can be compelled to keep any tickets for sale other than those already referred to, and required by Section 490 of the Civil Code.

I think this will give you a fair understanding of the position that we occupy. A great many other questions in connection with the Terminal Road and its franchise have arisen in the discussion of these questions between our two roads, which will doubtless be shown by the answer of that road when it comes to make answer. For instance, the city of Pasadena, in granting its franchise, attempted to regulate rates within the corporate limits of the city of Los Angeles, and in the open country adjacent and lying between the two municipalities. We hardly think its legislative jurisdiction embraces this section of the earth, and have no doubt that fact influenced the Terminal Company in doing what it did; but as I do not represent that company I will not forestall them by giving any more of the facts and history of the transactions, franchise, etc., under which they are operating their road by the grace of God and the permission of the city of Pasadena.

Very respectfully yours,

A. BRUNSON,
Solicitor for California.

NOTICE OF COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

THE PEOPLE EX REL. THE BOARD OF RAILROAD COMMISSIONERS, }
vs. }
LOS ANGELES, PASADENA, AND GLENDALE RAILWAY COMPANY. }

To the Vice-President and General Manager of the Los Angeles, Pasadena, and Glendale Railway Company, T. B. BURNETT, Los Angeles, California:

Whereas, at a regular meeting of the Board of Railroad Commissioners of the State of California, held in their rooms in San Francisco, State of California, on February 12, 1891, there being present Commissioners James Rea, William Beckman, and J. M. Litchfield, the following complaint from the City Attorney of the city of Pasadena was presented:

"PASADENA, CAL., February 4, 1891.

"*State Railroad Commission, San Francisco, Cal.:*

"GENTLEMEN: The Board of Trustees of the city of Pasadena, on behalf of the people of this city, have requested me, as their City Attorney, to lay before you the following complaint against the old Los Angeles, Pasadena, and Glendale Railway Company, now known as the Los Angeles Terminal Railway Company, and also against the California Southern Railway Company, also known as the Santa Fe:

"Along in June, or possibly a little earlier, in 1890, the L. A. P. & G. Co., commonly known as the Cross Road, or the Rapid Transit, having entered Pasadena, began business conveying freight and passengers for hire between Pasadena and Los Angeles. Prior to that time there had been only one road between the two cities, viz.: the Santa Fe, and the rate of fare had been 45 cents for the round trip, and 25 cents for a single trip. The L. A. P. & G. announced that they would make a cut in the rates, and did so, fixing the round-trip fare at 25 cents, or 35 cents including street car fare both ways in Los Angeles, and the single fare at 20 cents. Tickets at these prices were unlimited.

"The Santa Fe soon after adopted the same scale of prices, except as regards the street car fare in Los Angeles, which feature they did not include. The L. A. P. & G. also announced that they would issue commutation tickets for sixty rides, good for thirty days, at \$5. The Santa Fe also came down to this. These were the ruling rates until the end of the year 1890.

"With the beginning of the year 1891, both roads announced that their 25-cent round-trip tickets would be good only for the day on which they were purchased, and that their commutation tickets would thereafter be \$7. These rates went into effect and still continue, notwithstanding the vigorous protests of the people.

"There seems to be no doubt that each of these companies fixed the lower rates above named for the purpose of competing with each other within the meaning of Section 20, of Article XII, of the Constitution.

"It is given out informally by these companies, that they had your consent to this increase in prices beforehand. It is also common rumor that the L. A. P. & G., or Los Angeles Terminal Railway Company, was compelled to increase its prices by the Santa

Fe Company, under threat that otherwise the Santa Fe Company would so lower its rates as to run the Rapid Transit Company out of business.

"I do not know how formal a complaint before your honorable Commission should be made, but as to the above facts I am sufficiently informed as to believe them, and consequently ready to verify the same upon information and belief, and if anything further is needed you will let me know.

"Our people are unable to see why any change should be made in the charges by either of these companies, unless their rates were lowered, and pray your honorable body to take such steps as may be necessary to cause the old rates to be restored.

"Very respectfully yours,

"W. E. ARTHUR.
"City Attorney.

"STATE OF CALIFORNIA,
"County of Los Angeles. } ss.

"W. E. Arthur, being duly sworn, deposes and says that he is the City Attorney of the city of Pasadena, that he has read the foregoing complaint and knows the contents thereof, and that the same is true of his own knowledge, except as to matters therein stated upon information and belief, and as to such matters he believes it to be true.

"W. E. ARTHUR.

"Subscribed and sworn to before me, this fifth day of February, 1891.

"H. H. ROSE,
"Justice of the Peace, Pasadena Township."

And whereas, by a unanimous resolution of the Board of Railroad Commissioners, the Secretary of the Board was ordered to notify the officers of these companies of this complaint, and to further notify them that this Board has never given them any permission to raise rates, and that, if this complaint be true, this Board hereby directs them to restore the old rates at once, the same as in 1890.

Now, therefore, I, James V. Kelly, the Secretary of the Board of Railroad Commissioners of the State of California, thereunto duly appointed, do hereby notify you, by virtue of the authority conferred upon me by "An Act to organize and define the powers of the Board of Railroad Commissioners," approved April 15, 1880, as an officer of one of the companies complained of, of this complaint, and do further notify you that this Board has never given you any permission to raise rates, and that, if this complaint be true, this Board does hereby direct you to return the old rates at once, the same as in 1890.

Given under my hand and seal of the Railroad Commission of the State of California, this the fourteenth day of February, 1891.

[SEAL]

JAS. V. KELLY,
Secretary of the Board of Railroad Commissioners of the State of California.

SERVICE OF NOTICE.

STATE OF CALIFORNIA,
County of Los Angeles. } ss.

John R. Slater, being duly sworn, deposes and says that on the eighteenth day of February, 1891, he served on the Los Angeles, Pasadena, and Glendale Railway Company a notice, of which the annexed is a copy, addressed to said company, together with a printed copy of the Act of the Legislature of California, therein referred to, and that such service was made by delivering the same in the office of said company, and during ordinary business hours, to a person of mature age in said office, and having charge thereof, to wit: T. B. Burnett, Vice-President and General Manager of the Los Angeles, Pasadena, and Glendale Railway Company.

JOHN R. SLATER.

Sworn to before me, this nineteenth day of February, 1891.

H. H. ROSE,
Justice of the Peace, Pasadena Township.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

THE PEOPLE EX REL. THE BOARD OF RAILROAD COMMISSIONERS, }
vs. }
LOS ANGELES, PASADENA, AND GLENDALE RAILWAY COMPANY. }

Comes now the Los Angeles Terminal Railway Company, and by leave first had and obtained, answering to the above entitled action, says:

First—That on the second day of January, 1891, by articles and agreement of consolidation between the Los Angeles and Glendale Railway Company, the Los Angeles, Pasadena, and Glendale Railway Company, and the Los Angeles Terminal Railway Company,

duly filed in the Secretary of State's office, and certificate of consolidation duly issued thereon, the Los Angeles Terminal Railway Company became, and has since continued to be, and now is the successor of all the rights, franchises, and liabilities of the Los Angeles, Pasadena, and Glendale Railway Company, which at said date owned and was operating a line of railway from the city of Los Angeles, in the county of Los Angeles, and State of California, to the city of Pasadena, in the same county and State.

Second—That when the said Los Angeles, Pasadena, and Glendale Railway Company began operating its line of railway between the said city of Los Angeles and the city of Pasadena, about the twelfth day of March, 1890, and conducting thereon the business of a common carrier of freight and passengers between said points, it established as its original and first rates for the transportation of passengers between said points a single-trip fare of twenty (20) cents and a round-trip fare of twenty-five (25) cents, or thirty-five (35) cents including street car fare both ways to the business center of the city of Los Angeles from its terminus in that city, the said round-trip tickets being unlimited as to time; that it also established a commutation rate, upon which it issued tickets for sixty rides, good for thirty days, at five dollars (\$5) each. That the said company began with the effort to provide a train service between said points of hourly trains each way during the business hours of the day, which was a very much greater service than had ever been given between said places before.

Third—That after operating its said line of railway at said rates until the first day of January, 1891, the said company ascertained that the said rates, as originally established, had entailed a loss to the company of ten thousand one hundred and fifty (\$10,150) dollars, the total receipts of the said line of railway for that time showing a deficit of that amount below the expenditures for operating and maintaining the same.

Fourth—That for the purpose of increasing the income of the company from said line of railway, and to the end that it might continue to maintain the train service which it had originally established upon said road, and which was very much more convenient and extensive than had ever been given the citizens of the two cities before its inauguration by the said Los Angeles, Pasadena, and Glendale Railway Company, the said company, and its successor, the present Los Angeles Terminal Railway Company, changed the rates as follows, that is, the 25-cent and the 35-cent round-trip tickets were limited to the day of issue, and the thirty-day sixty-ride accommodation tickets were raised from \$5 to \$7 each, leaving the single-trip fare of 20 cents unchanged.

Fifth—That the said Los Angeles, Pasadena, and Glendale Railway Company, and the said Los Angeles Terminal Railway Company, its successor, has never, at any time, for the purpose of competing with any other common carrier, or for any other purpose, lowered its rates of transportation for passengers or freight from the city of Los Angeles to the said city of Pasadena, or from the city of Pasadena to the city of Los Angeles, or to or from any other points upon its line of railway, and that the rates so charged were rates originally established, and the change was made for the purpose of enabling the said railway companies to continue to afford the citizens of said cities the same train service which had been originally established, and which the companies could not have continued at the lower rate of fare originally established by the Los Angeles, Pasadena, and Glendale Railway Company when it first began business.

T. E. GIBBON,
General Attorney L. A. T. Ry. Co.

STATE OF CALIFORNIA, }
County of Los Angeles. } ss.

T. B. Burnett, being duly sworn, deposes and says that he is the Vice-President of the Los Angeles Terminal Railway Company, the defendant in the above entitled action; that he has heard read the foregoing answer, and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated on his information or belief, and as to those matters he believes it to be true.

T. B. BURNETT.

Subscribed and sworn to before me, this twenty-fourth day of February, 1891.

RICHARD D. LIST,
Notary Public.

LOS ANGELES, CAL., February 19, 1891.

JAMES V. KELLY, Esq., Secretary Board of Railroad Commissioners, City:

DEAR SIR: In pursuance of your request for an informal statement of the position of the Los Angeles Terminal Railway Company with reference to the notice served on February eighteenth upon the Vice-President thereof, in the name of the L. A. P. & G. Ry. Co., I submit the following:

We claim that we have never violated the provisions of Section 20, Article XII, of the Constitution of this State, inasmuch as we have never lowered the rates of our companies for transportation of passengers or freight between the cities of Los Angeles and Pasadena.

When the Los Angeles, Pasadena, and Glendale Railway Company, which was the predecessor of the present Los Angeles Terminal Railway Company, began its operations between the points named, it established certain rates of fare for the transportation of passengers at which it hoped to be able to do business. The report of the first fiscal year of the company showed a deficit of about \$10,000 between the operating expenses and the

income of that line, it having cost about that sum to operate it over and above the receipts of all kinds.

This demonstrated to the company the impracticability of maintaining itself at the rates originally established for the transportation of passengers between said points.

They then changed the rates this much: The 25-cent round-trip tickets, or 35-cent round-trip including street car fare, which before had not been limited as to time, were made good for one day only—the day of issue—and the sixty-ride tickets, good for thirty days, which before had been sold for \$5, were advanced to \$7.

This is the full statement of the case, and the facts will show that the rates changed were the original rates established, and were not rates which had been lowered for the purpose of competing with any other common carrier.

We will embody these facts in a formal answer which will be transmitted to your Commission within the time suggested by you, and trust that the matter may be adjusted with as little trouble as possible to the Commissioners.

I am, very respectfully yours,

T. E. GIBBON,
General Attorney L. A. T. Ry. Co.

SUMMARY OF GROSS EARNINGS AND OPERATING EXPENSES OF THE
LOS ANGELES TERMINAL RAILWAY COMPANY FOR THE TWELVE
MONTHS ENDING FEBRUARY 28, 1891.

MONTH.	Earnings.	Expenses.	Net Earnings.	Deficit.
1890—March	\$3,080 13	\$3,015 27	\$64 86	-----
April	4,723 12	4,568 06	155 06	-----
May	5,020 47	5,581 32	-----	\$560 85
June	4,151 96	5,633 58	-----	1,481 62
July	4,042 13	5,062 47	-----	1,020 34
August	3,738 39	5,038 29	-----	1,299 90
September	3,839 75	5,051 22	-----	1,211 47
October	4,157 03	5,520 21	-----	1,363 18
November	4,416 33	5,656 54	-----	1,240 21
December	4,686 66	5,286 33	-----	599 67
1891—January	4,559 73	6,112 61	-----	1,552 88
February	3,864 74	5,723 65	-----	1,859 91
Totals	\$50,280 44	\$62,249 55	\$219 92	\$12,189 03
Total deficit	-----	-----	-----	\$11,969 11

STATE OF CALIFORNIA, }
Los Angeles County. } ss.

Geo. E. Wright, being first duly sworn, deposes and says that he is the Auditor of the Los Angeles Terminal Railway Company, and as such has kept or supervised the keeping of the company's accounts; that the foregoing statement is a true and correct transcript from the books of the company. Deponent further states that the expenses as shown above includes no item of construction expense, interest, or bonds, or anything but legitimate operating expenses; deponent still further states that in the last above named month, floods caused damages to track then under operation to an amount exceeding twenty-five hundred (\$2,500) dollars, which item is not embraced in above figures. Further deponent sayeth not.

G. E. WRIGHT.

Subscribed and sworn to before me, this fourteenth day of April, 1891.

H. J. YOUNG,
Notary Public.

Filed in the office of Railroad Commissioners, April 15, 1891.

JAS. V. KELLY,
Secretary.

LOCAL PASSENGER TARIFF No. 2—IN EFFECT MAY 1, 1890.

LOS ANGELES, PASADENA, AND GLENDALE RAILWAY CO.

	De Camp.		
	5	5	
Los Angeles	5	5	
De Camp	5	5	
Morgan	15	15	
Sycamore Grove.	10	10	
Highland Park	15	15	
Santa Fe Crossing	20	20	
Garvanza	15	15	
Lincoln Park	20	20	
Wyatt	20	20	
South Pasadena	15	15	
Fair Oaks	20	20	
Raymond	25	25	
Pasadena	25	25	
Mentone	35	35	
Painter's	40	40	
Arroyo Park	40	40	
Los Casitas	40	40	
Mountain View	50	50	
Marengo	50	50	
Santa Rosa	50	50	
Altadena	50	50	

NOTE.—Where two rates are given, the lower rate indicates single trip; the upper rate, round trip.
Children under twelve years, half fare; under five, free.
For cable line rates, add 10 cents from Los Angeles to Pasadena and Altadena, round trip, and 5 cents for single trip.

Santa Fe Crossing.

Garvanza.

Lincoln Park.

Wyatt.

South Pasadena.

Fair Oaks.

Raymond.

Pasadena.

Mentone.

Painter's.

Arroyo Park.

Los Casitas.

Mountain View.

Marengo.

Santa Rosa.

Altadena.

PASSENGER TARIFF No. 3—IN EFFECT JANUARY 15, 1891.

LOS ANGELES TERMINAL RAILWAY COMPANY—PASADENA DIVISION.

	R. T.	De Camp.	Morgan.	Sycamore Grove.	Highland Park.	Santa Fe Crossing.	Garvanza.	Lincoln Park.	Wyatt.	South Pasadena.	Fair Oaks.	Raymond.	Pasadena.
Los Angeles													
De Camp		5											
Morgan			5										
Sycamore Grove	10	10	10										
Highland Park	10	10	10	10									
Santa Fe Crossing	15	15	15	10		10							
Garvanza	20	15	15	15	10	10	10						
Lincoln Park	20	15	15	15	10	10	10	10					
Wyatt	20	15	15	15	15	10	10	10	10				
South Pasadena	20	15	15	15	15	10	10	10	10	10			
Fair Oaks	20	15	15	15	15	10	10	10	10	10	10		
Raymond	25	20	20	20	20	15	15	10	10	10	10	10	
Pasadena	25	20	20	20	20	15	15	10	10	10	10	10	10

Children under twelve years, half fare; under five, free.

Secretary read complaint from W. E. Arthur, City Attorney of Pasadena, Los Angeles County, made in behalf of the people in that vicinity, and against the California Southern Railway Company and the L. A. P. & G. Railway Company, complaining of the raise of rates by said railway companies.

Commissioner Litchfield moved that the Board proceed to Pasadena at the earliest moment practicable, meet there, and investigate these charges.

After some debate upon the motion, Commissioner Litchfield withdrew the same and offered the following:

Resolved, That the Secretary be instructed to notify the officers of the railway companies of this complaint, and further notify them that this Board has never given them any permission to raise rates; and that if this complaint be true, this Board directs them to restore the old rates at once, the same as in 1890.

It was so ordered.

Commissioner Litchfield moved that the Commission meet at Pasadena, Los Angeles County, on Friday, the tenth day of April, 1891, at 11 o'clock A. M., and that the Secretary be directed to give the usual notices thereof. Carried.

PASADENA, April 10, 1891.

Pursuant to adjournment, the Board met at Pasadena.

Commissioner Rea, in opening the session, stated the object of the meeting of the Board to be the hearing of the complaint of the people of Pasadena and vicinity versus the California Southern Railway Company and the Los Angeles Terminal Railway Company, and recognized W. E. Arthur, Esq., City Attorney of Pasadena, who made a brief statement of the case in behalf of the people.

A number of witnesses were called in behalf of the plaintiffs and defendants. The case was submitted without argument, with the understanding that both parties be permitted to file their briefs.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
May 4, 1891. }

In the matter of the People of Pasadena vs. The California Southern and Los Angeles, Pasadena, and Glendale Railway Companies, the whole matter was referred to Commissioner Rea, upon motion of Commissioner Litchfield.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
June 8, 1891. }

The report of Commissioner Rea in the case of the People of Pasadena et al. vs. The California Southern and Los Angeles Terminal Railway Companies was presented to the Board by Commissioner Rea, and the same was adopted by the Commission.

DECISION OF THE BOARD.

Before the Board of Railroad Commissioners of the State of California.

THE PEOPLE EX REL. THE BOARD OF RAILROAD COMMISSIONERS }
VS. }
THE CALIFORNIA SOUTHERN RAILWAY COMPANY AND THE LOS }
ANGELES TERMINAL RAILWAY COMPANY. }

These proceedings are instituted before this Board by the City Attorney of the city of Pasadena, at the instance of the Board of Trustees of said city, to obtain an order requiring both the above named railroad companies to restore certain rates for round-trip and commutation tickets between the cities of Los Angeles and Pasadena.

From the complaint on file it appears that both companies have been and are operating lines of railroad between Los Angeles and Pasadena, and that until the end of the year 1890 the ruling rates for tickets upon both roads between said cities were as follows: Single-trip tickets, 20 cents; round-trip tickets, 25 cents, and commutation tickets for sixty rides, good for thirty days, \$5. The time of use of the single and round-trip tickets was unlimited.

In the early part of the present year, both companies announced that the round-trip tickets would be good for the day only on which they were purchased, and that the rate for commutation tickets would be \$7 instead of \$5. These rates were put into effect by both companies immediately after the announcement, and are now in effect.

The only change as to price is as to commutation tickets, the price of the single-trip and round-trip tickets remaining the same, with a limitation as to the time of use attached to the round-trip tickets.

From the evidence adduced at the hearing, it appears that these changes so made have been injurious to the material interests of the city of Pasadena, and the main complaint on account of the change has come from that locality.

While the round-trip ticket was unlimited, and the low-rate commutation ticket could be obtained, very many persons doing business in the city of Los Angeles made their homes in Pasadena and its suburbs, to the advantage of those localities.

With a limitation placed upon the round-trip tickets, and an increase in price of commutation tickets, the advantage Pasadena afforded as to residence locality for Los Angeles business men practically ceased.

There were, of course, other advantages which Pasadena and adjoining places derived from the old rates, but the main complaint is this loss of resident population and the advantages enjoyed through its presence.

It further appears that to a large number of the patrons of the roads traveling daily between Los Angeles and Pasadena and intermediate and contiguous points, the round-trip tickets, by reason of their limited use to the day issued, are of no benefit or advantage, and the limitation on their use to the day of purchase is practically an increase in the rate of fare, as it compels the purchase of single-trip tickets.

While the evidence shows this loss to Pasadena, and these disadvantages to the traveling public by reason of the changes, it further appears to the Board that, as far, at least, as the Los Angeles Terminal Railway is concerned, an increase in rates of commutation tickets and the limitation of time of use of round-trip tickets were necessary.

The evidence and the sworn tabulated statements of the Los Angeles Terminal Railway Company, one of the companies complained of, show that under the old rates that company has been, since May, 1890, losing money in the maintenance and operation of their road. During every month, from and including February of this year, there has been an average charge of such rates as will make it sustaining. No complaint is made that the single-trip fare of 20 cents is unreasonable, and with that as a basis of commuta-

tion, it is readily seen that a round-trip ticket at 25 cents, and a commutation ticket—sixty rides—good for thirty days, at \$7, giving the passenger the right to ride six hundred miles, is a material reduction from the regular rate in the interest of the traveling public.

Assuming, without deciding, that this Board has the right to determine the price and limit of round-trip and commutation tickets, that power should not be exercised against this company so as to prevent it from fixing the terms and prices of round-trip and commutation tickets when the sole and evident purpose of the change is to bring its income up to a loss of over \$1,000 per month, and this loss is the excess of the legitimate monthly operating expenses of the road over its earnings. It was for the purpose of increasing the income of this company, so as to place the road at least on a self-sustaining basis, that these rates complained of were raised; that the operation of this road between the two cities, and the maintenance of a complete and effective train service is of great benefit to the public, is beyond question. It is apparent, also, from the evidence, that in order to so maintain the road the excess of operating expenses over the earnings must be overcome.

This Board has no disposition to compel the operations of railroads at a loss; on the contrary, in the interest of the public, every road should be allowed, at least, the amount of its operating expenses, and more particularly when for this purpose the company is making no charge which exceeds the regular single-trip rate.

As to the other company complained of, the California Southern Railway Company, a lower rate of fare should not be established for it than is from necessity allowed for the other company.

Both these companies are competing for public patronage in the same locality, between the same points, with different schedule time; if a low rate is fixed for the California Southern, and a higher rate permitted to the Los Angeles Terminal, it is only a question of time when the Los Angeles Terminal is driven out of existence. The patronage would necessarily go to the company charging the lower rate, and the operating expenses of the Los Angeles Terminal still exceeding its income, the operation of that road must cease or a poorer public service be provided.

It may be answered that, independent of any action of this Board, it is within the power of the California Southern, under the state of facts shown by the evidence, to effect that end against its competitors. Be that as it may, it is not the purpose of this Board to take any action tending to that end. It is much more to the interest of the people of Pasadena and intermediate points that these two roads should exist, even at the expense of depriving these localities of some of the advantages heretofore enjoyed, and which may be relinquished, that more convenient and greater facilities of transportation may be enjoyed by the maintenance and operation of two roads than one.

We are of the opinion, from the evidence, that the terms of commutation tickets, as originally fixed by these companies, and in force the last of the year 1890, and which are asked to be restored, were not fixed as the result of competition between these companies; that the rates and terms of round-trip and commutation tickets now in effect by order of the companies were fixed by agreement between the companies; that the terms and rates now in effect are reasonable, and made solely with a view of obtaining a reasonable compensation for the railroad service performed, and that the petition to have this Board order these companies to restore the old terms and rates of round-trip and commutation tickets should be and is denied.

JAMES W. REA,
WM. BECKMAN,
J. M. LITCHFIELD,
Board of Railroad Commissioners.

Filed in office of Railroad Commissioners, June 8, 1891.

JAS. V. KELLY,
Secretary.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
August 6, 1891. }

The following petition was received by the Commission from the citizens of Pasadena through K. H. Wade, General Manager of the California Southern Railway Company, with a request that action be taken thereon without delay:

To the honorable Board of Railroad Commissioners of the State of California:

The undersigned jointly represent and show that on the twenty-fifth day of July, 1891, the Board of Trustees of the city of Pasadena passed and adopted the resolution, a copy of which, marked "Exhibit A," accompanies this petition.

That at the rate now charged for a single-trip ticket between Pasadena and Los Angeles (20 cents) a sufficient revenue is not produced to pay the actual expenses of the Los Angeles Terminal Railway Company, and that it therefore becomes necessary for it to increase the price for tickets to 25 cents for a single fare between said points, and to make

a round-trip ticket 35 cents. But for one of the companies, your petitioners, to make such rates necessitates the same rates by the other company, else the company raising its rates would lose its custom in consequence of such increase.

That the rates as now charged were not fixed by reason of competition, but by mutual and amicable consent and agreement at the time when the Terminal Company first commenced to operate its road, and have not since been changed.

Wherefore, your petitioners ask the consent and permission of your honorable Board to change their rates and charges for a single-trip ticket, either way, between Los Angeles and Pasadena, from 20 cents to 25 cents, and for a round-trip ticket between said points, good for two days, to 35 cents instead of the lesser rate heretofore charged, and to raise the rates to and from all intermediate stations in the same proportions, or as near as may be consistent with making the change.

Dated Los Angeles, Cal., August 1, 1891.

LOS ANGELES TERMINAL RAILWAY COMPANY,
By T. B. BURNETT, General Manager.
CALIFORNIA SOUTHERN RAILWAY COMPANY,
By K. H. WADE, General Manager.

Filed in office of Railroad Commissioners, August 6, 1891.

JAS. V. KELLY,
Secretary.

EXHIBIT A.

RESOLUTION No. 225 OF THE BOARD OF TRUSTEES OF THE CITY OF PASADENA.

Resolved, That the right of way up the alley described in Ordinance No. 155, passed by the Board of Trustees of this city on the twenty-ninth day of June, 1889, is hereby granted and confirmed, for the remainder of the term specified in said ordinance, to the Los Angeles Terminal Railway Company, the successor of the Los Angeles, Pasadena, and Glendale Railway Company; and said first named company is hereby granted the right, privilege, and franchise to pass on and over said alley, from the intersection thereof with the present railway track, to a point forty feet south of the south line of Kansas Street, and to acquire grounds for and establish a depot adjacent to said alley.

The above grant is made upon the express condition that said Los Angeles Terminal Railway Company shall commence, in good faith, the work of grading said line of railway, and laying the ties and rails thereon, within six months from the date of the passage of this resolution; and shall, within one year from this date, have its engines and cars running upon said road so constructed and graded, for the purpose of carrying passengers and freight thereon, subject to the same provisions with reference to delay by injunctions as is incorporated in said Ordinance No. 155; and be it further

Resolved, That Ordinance No. 155 aforesaid, in so far only as it relates to the charge of 35 cents for a round-trip ticket from its northern terminus in the city of Pasadena to the business center of Los Angeles City and return, and the charge of 20 cents for a straight fare ticket from and to the same point, be and the same is hereby suspended from operation for the period of two years from the date hereof. And said first named company is hereby granted permission to charge the sum of 35 cents for a round-trip two-day limited ticket between the northern terminus in said city and the First Street depot in said city of Los Angeles; and also 25 cents for a straight one-fare ticket from same point to same point; *provided*, that said Los Angeles Terminal Railway Company shall and does, upon the taking effect of this resolution, issue and keep ready for sale monthly sixty-ride commutation tickets at a price not to exceed five dollars (\$5) each.

These resolutions as a whole shall be null and void, and of no effect, unless the said Los Angeles Terminal Railway Company, by its proper officers, shall, within ten days from this date, file with the Clerk of said city of Pasadena, its written acceptance of all of the terms, conditions, and provisions hereof.

Passed and approved by the following vote, this twenty-fifth day of July, 1891: Ayes—Clarke, McQuilling, Simpson, and President Lukens. Noes—none.

T. P. LUKENS,
President of the Board of Trustees of the City of Pasadena.

Attest: JAS. H. CAMPBELL,
Clerk of the City of Pasadena.

I hereby certify that the above resolution is a true and correct copy of a resolution passed by the Board of Trustees of the city of Pasadena, and signed by its President, at its meeting on the twenty-fifth day of July, 1891.

JAS. H. CAMPBELL,
Clerk of the City of Pasadena.

[SEAL]

The Secretary was instructed to send the following telegram to K. H. Wade, General Manager California Southern Railway Company, in reply thereto:

AUGUST 17, 1891.

To K. H. WADE, Esq., General Manager California Southern Railway Company, Los Angeles:

I am authorized to inform you that your joint request of August fourth is granted, provided the commutation rates are reduced to \$5.

JAS. V. KELLY,
Secretary Board of Railroad Commissioners.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
August 24, 1891. }

The following resolution was offered by Commissioner Litchfield:

Resolved, That the Los Angeles Terminal Railway Company and the California Southern Railway Company be and they are hereby authorized and permitted to make the rate of single-trip tickets either way between Los Angeles and Pasadena 25 cents, and for round-trip tickets between said points, good for two days, 35 cents, and to raise the rates to and from all intermediate stations in the same proportions, or as near as may be consistent with making the change, provided that said Los Angeles Terminal Railway Company and California Southern Railway Company shall and does, upon the taking effect of this resolution, issue and keep ready for sale monthly sixty-ride commutation tickets, at a price not exceeding \$5 each.

JAS. W. REA, President,
WM. BECKMAN, First District,
J. M. LITCHFIELD, Second District,
Railroad Commissioners.

JAS. V. KELLY,
Secretary Board of Railroad Commissioners.

COMPLAINT OF S. A. WIDNEY.

The following complaint was filed with the Secretary, and upon investigation the Commission decided that it had no authority to act in the premises, and referred the plaintiff to the Interstate Commerce Commission, at Washington, D. C.:

LOS ANGELES, CAL., March 2, 1891.

Hon. J. W. REA, Railroad Commissioner, San José, Cal.:

DEAR SIR: I inclose certain papers as to an evident extortion by the Southern Pacific Railroad Company. Please specially note that Mr. Crawley acknowledges the charges to be more than the value of the goods.

Please place my claim before the Commissioners, and if possible secure a rebate.

But specially please demand in future a rate of them which will not amount to the practical confiscation of the goods sent.

Yours, etc.,

S. A. WIDNEY,
555 South Broadway.

JOSHUA CHADBOURNE vs. SOUTHERN PACIFIC COMPANY.

A complaint was filed by Joshua and H. P. Chadbourne in March, 1891, complaining of excessive freight charges. A copy of said complaint was served on defendant, the Southern Pacific Company.

Mr. C. F. Smurr, General Freight Agent, made a written reply for the company.

Upon motion of Commissioner Litchfield, the Secretary was directed

to send a copy of answer to complainants, and also inform them that the Commission would make further inquiry into the complaint and report the result of such inquiry.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

JOSHUA CHADBOURNE, *Plaintiff,*
 VS.
 SOUTHERN PACIFIC COMPANY, *Defendant.*

To the honorable State Board of Railroad Commissioners:

GENTLEMEN: I have been in the business of shipping hay from this point to San Francisco for more than fifteen years. The rate has been \$13 60 per carload of ten tons. There were then in use twenty-eight-foot cars, consequently I could not get into the cars at all times the maximum amount; and consequently, our rate per ton amounted to, on an average, \$1 50 per ton; whenever the weight was more than ten tons, we paid at the rate of \$1 36 per ton.

This state of affairs continued up to about one year ago, when the thirty-four-foot cars became quite plentiful on the road, and a scramble commenced between shippers to secure the thirty-four-foot cars, and many tricks were resorted to to get them; the consequence was that the railroad company raised the rate 20 per cent on thirty-four-foot cars, to compel shippers to use the twenty-eight-foot cars, so the rate on either was about the same, or \$1 36 per ton on ten tons as a carload. But to cause the advance they discriminate against the hay in large cars by increasing the minimum to twenty-four thousand pounds, which gives them the 20 per cent raise on thirty-four-foot cars used.

We have two styles of bales—the compressed and the large rope-bound bales. The rope-bound we can only get about fifteen thousand to eighteen thousand pounds into a twenty-eight-foot car, and not to exceed twenty thousand pounds in a thirty-four-foot car, and have to pay on twenty-four thousand pounds, or an increase of \$2 75 per car. The business continued in this manner up to about three months ago, when the rate was raised all round, which you ordered restored to the old rate on the ground of constitutionality; and it has been so restored, with the exception of the 20 per cent raise, which stands under the same law. In passing the order to restore the old rate, you did not order the railroad company to refund the amounts collected from shippers during the term of arbitrary charges.

I understand that they were going to refund, but am afraid they will not unless so requested by your honorable body.

I hope you will try and succeed in establishing a \$1 36 rate per ton on all classes of cars. There is also a discrimination on grain freights between here and Livermore, the rate being the same from here as from there.

Yours respectfully,

JOSHUA CHADBOURNE.

Filed in office of Railroad Commissioners, March 14, 1891.

JAS. V. KELLY,
 Secretary.

ANSWER.

Mr. JAMES V. KELLY, Secretary State Board of Railroad Commissioners:

DEAR SIR: Referring to the complaint of Mr. Joshua Chadbourne, President of Chadbourne Warehouse Company, Pleasanton, Cal., in relation to rates on hay to San Francisco and Oakland (Market Street), I beg to make the following explanation:

The only box cars in the equipment of this company, up to within a recent period, have been cars about twenty-eight feet in length, inside measurement. It is upon cars of this length that all our local rates have been based, including those on hay. Until recently, therefore, the question of a rate on hay in thirty-four-foot cars has not come up. Our present rates on hay in twenty-eight-foot box cars are not increased over the rates of the past. The rate from Pleasanton to Oakland (Market Street) for a car loaded with hay up to the limit of ten tons, is now, and has been, according to our published tariff, \$12, and to San Francisco, \$13 60; from Livermore to Oakland (Market Street), \$13 60; and to San Francisco, \$14 40. Lately we have built cars whose length is thirty-four feet, inside measurement, and have done so to give shippers the benefit of increased facilities by reason of the general desire to have a car of large dimensions and greater capacity in which to load merchandise of all kinds.

Before we built a supply of thirty-four-foot cars it happened that such a car, owned by a foreign road, or one of those we had built for experimental purposes, occasionally fell into the hands of a hay shipper. These were isolated cases, and we did not seek to be technical in enforcing the higher charge for the car thirty-four feet in length, not having such cars in our regular equipment. When we did put a supply of thirty-four-foot

cars into use we published rates therefor, with the view of placing shippers of hay in thirty-four-foot cars on an equal footing with those shipping in twenty-eight-foot cars.

It is to carry out this intention that our circular, No. 2709, on file with your honorable body, was issued, which provides that hay and straw, baled, in carload lots, will take 20 per cent less than fifth-class rates per ton of two thousand pounds. On actual weight the car contains, minimum weight, twenty thousand pounds for cars not exceeding twenty-eight feet in length, inside measurement. For cars exceeding twenty-eight feet in length the minimum weight will be increased three and one third per cent for each additional foot or fraction thereof. For example, for a twenty-eight-foot car the minimum weight will be twenty thousand pounds; for a thirty-foot car, twenty-one thousand three hundred and fifty pounds; for a thirty-four-foot car, twenty-four thousand pounds, etc.

A careful examination in detail of weights, relative to length of carloads of hay shipped over our lines, shows this to be a fair basis, of which fact a calculation of the cubic capacity of the cars will be corroborative.

Mr. Chadbourne is in error in stating that hay is the only commodity that does not take carload rates per ton regardless of the quantity loaded; witness hops, wool, and hair, for example. The fact is, our rates (in common with all roads west of Chicago) are based on ten tons minimum to the car; and I may add that this was one of the incentives to making the classification on hay so very low; that uniformity of basis might be maintained, the classification was made low enough to give shippers the benefit of a low aggregate rate per car.

The proposal that we should carry hay by the ton weight has, I think, been made without due consideration, and is based on the fact that every shipper of hay would like to have the hay rates of the carrier adjusted to fit his particular hay press, which it needs no argument to prove is not practicable. It would be manifestly unfair to the carrier to compel him to haul hay not baled at all, or only baled with the very lightest press, at the same rate per ton as hay which is tightly compressed.

Of the lightly compressed hay one might load perchance five tons to the car; whereas, of the tightly compressed hay ten tons can easily be placed in a twenty-eight-foot car. In the instance cited in Mr. Chadbourne's communication, he states that hay in twenty-eight-foot cars can be loaded fifteen thousand to eighteen thousand pounds to the car. Using this as an illustration, the shipper who loads seven and one half tons to the car would have his hay hauled from Livermore to San Francisco for \$10 20 per twenty-eight-foot car. Suppose the next car to this was loaded with hay compressed eighteen thousand pounds to the car, the latter would pay \$12 24 for the hauling of his hay in a twenty-eight-foot car. Much of the hay shipped can be loaded twenty thousand pounds to the twenty-eight-foot car, in which event we get \$13 60 for hauling same. Thus, three full carloads are transported from Livermore to San Francisco on which your honorable body is asked to rule that we shall accept but \$10 20 for our services from one shipper, while another who elects to use a heavier press pays \$12 24, and yet another who elects to avail himself of an improved press, pays us \$13 60—all on the same commodity, between same points, where we transport same cars empty to receive the loads, and when loaded have to haul in each case the same non-paying dead weight.

Under present rates no higher charge is made per ton on hay in twenty-eight-foot cars than has heretofore been in effect and authorized.

In adding thirty-four-foot cars to our equipment we have merely equalized the rate charged on loads in such thirty-four-foot cars, so as to avoid the charge of unfair discrimination in favor of or against shippers using thirty-four or twenty-eight-foot cars, as the case might be.

It is in the discretion of economy for the shipper as well as the carrier, that presses which permit of loading hay ten tons to the car be generally used. If the contrary were to be the rule, it is easy to foresee the waste of resources that would ensue, as well as our necessity for then seeking to revise our tariffs to a higher rate per ton carried, in order to compensate us for the less weight carried in each car, as compared with the present basis of our rates, which are carefully adjusted to the needs of the communities we serve, and are approved by your honorable Board.

I note Mr. Chadbourne refers to a refund on some shipments already made. I have looked through our records, but do not find any application for refund on shipments made under the higher rates he refers to.

The last clause in Mr. Chadbourne's letter, touching discrimination in grain rates between Pleasanton and Livermore, is so vague that I find myself unable to discuss it.

Yours truly,

C. F. SMURR.

E. J. EMMONS vs. YREKA RAILWAY COMPANY.

The complaint of E. J. Emmons, dated Sisson, February, 1891, was read by the Secretary. Mr. Emmons complained of overcharges in fares on Yreka Branch Railway.

Upon motion of Commissioner Beckman, the Secretary was instructed

to write to said railway company, forwarding them a copy of complaint, and requesting them to make answer thereto. So ordered.

Complaint and answer thereto are as follows:

COMPLAINT.

Sisson, February 26, 1891.

Honorable Board of Railroad Commissioners:

SIRS: The Yreka Branch Railway Company has recently raised the rates of passenger fares from 50 cents one way to 60 and 70 cents, train rates. Their round-trip tickets have been raised from 75 cents to \$1, tickets good for five days. As some of us Sisson folks travel on that road frequently, we desire to know by what authority their rates have been raised, and also how much a mile is the legal rate. Their road is only seven miles in length.

Yours truly,

Filed in office of Railroad Commissioners, March 23, 1891.

E. J. EMMONS.

JAS. V. KELLY,
Secretary.

ANSWER.

SAN FRANCISCO, April 6, 1891.

Board of Railroad Commissioners, San Francisco, Cal.:

GENTLEMEN: I am in receipt of your favor of the fourth instant. Your informant is correct. We raised the rates of fare on our road on the first of February to the following rates: Single fare, 60 cents, between Yreka and Montague; round-trip tickets, limited to five days, \$1; train rates for single fare, 70 cents.

Our road is seven and one half miles long, and as the laws of the State allow any short line of road to charge fare at the rate of 10 cents per mile, we are still in the limits as prescribed. Our rate is 8 cents per mile. There are other roads in the State that charge the same, or even higher rates per mile than we do.

In order to compel all passengers to purchase tickets, we made the train rate more than the regular fare. Passengers have the remedy in their own hands, and can get the tickets if they wish. Have large posters in the car and at the depot notifying them of the extra charge if they have not got tickets.

Yours truly,

F. A. AUTENREITH,
Secretary.

Filed in the office of the Railroad Commissioners, April 8, 1891.

JAS. V. KELLY,
Secretary.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
April 20, 1891. }

In the matter of the complaint of E. J. Emmons vs. The Yreka Railway Company, the Yreka Railway Company having made answer to the complaint, upon motion of Commissioner Litchfield, the whole matter was referred to Commissioner Beckman for investigation.

The following is a reply to a communication from Commissioner Beckman, as to the condition of the Yreka Railway Company:

APRIL 21, 1891.

WILLIAM BECKMAN, *Esq.*, Railroad Commissioner of California, Sacramento, Cal.:

DEAR SIR: Replying to your favor, I herewith send you a statement of the condition of the Yreka Railway, which, from my own personal knowledge, I know to be correct:

When the road was first talked of, our local people employed engineers to survey and estimate on the cost of building the road. The engineers employed were recommended by the Southern Pacific Company, and of course we thought that their figures might be relied on. Their estimate of the cost was not to exceed \$75,000. However, when the road was completed and equipped it cost about \$115,000. The road is between seven and eight miles in length; and the management tried hard to make it keep even on a fare of 50 cents, but found that at this rate it did not keep even, to say nothing of paying any dividends. When they found this to be the case, an assessment of \$2 50 per share was levied, and at the same time the fare was raised to 60 cents; and it is a big question at the present time whether or not the road is keeping even. It certainly is in no condition

to pay any dividends. To give you an idea of how valuable the people consider this stock, inclosed I hand you a copy of the delinquent list, as it is published, people preferring to let the stock be sold rather than pay even this small assessment.

Mr. Emmons is a man with whom I have no acquaintance. His reputation is not good. I think Messrs. Sisson & Crocker, of Sisson, could give you a very good report as to what kind of a man he is.

Yours very truly,

FRED. E. WADSWORTH,
Cashier.

Filed in office of Railroad Commissioners, April 27, 1891.

JAS. V. KELLY,
Secretary.

COMPLAINT OF FRED. COX, OF SACRAMENTO.

The following complaint of Frederick Cox, of Sacramento, was filed in the office of the Board on April 1, 1891; and the answer of C. F. Smurr thereto was filed April 27, 1891:

COMPLAINT.

To the honorable Board of Railroad Commissioners:

I bought a car of barbed wire of Jones, Givens & Co., to be delivered at Stockton, which is a terminal point, I to pay the freight from Stockton to destination, Delano. The freight for twenty thousand pounds was \$175. Now, the company, Jones & Givens, shipped the wire from San Francisco, and the freight from San Francisco to Delano on said car of wire was \$298. The deduction allowed me from San Francisco to Stockton was \$23 14, which is fully one third the distance from San Francisco to Delano. I understand they charge less from Chicago to San Francisco than from San Francisco to Delano. How is this?

FRED. COX.

ANSWER.

SAN FRANCISCO, April 24, 1891.

Mr. J. V. KELLY, Secretary Railroad Commissioners, San Francisco, Cal.:

DEAR SIR: I herewith return your letter of Mr. Frederick Cox, of Sacramento, dated March twenty-fifth, concerning freight charges on one car of wire, San Francisco to Delano, Waybill L. 429, February fourth. We find Mr. Cox ordered a car of wire shipped to Delano through the house of Messrs. Jones, Givens & Co., and contracted to pay thereon the freight charges from Stockton to Delano. The shippers, Messrs. Jones, Givens & Co., instead of forwarding the car from Stockton, shipped same from San Francisco to Delano, and Mr. Cox paid at destination freight charges amounting to \$298 57; State toll, 80 cents; total, \$294 37.

In adjusting the matter, Messrs. Jones, Givens & Co. deducted from the amount paid what the freight charges would have been from Stockton to Delano, \$271 23, and refunded to Mr. Cox the balance, \$23 14. Mr. Cox has written you objecting to this allowance, because Stockton is fully one third of the distance from San Francisco to Delano, and I presume he reasons from this fact that his refund should be greater.

Comparison of distances and tariff rates on fence wire, carloads, is as follows:

	Miles.	Rates Per 100 lbs.
Distance from Stockton to Delano.....	196.38	85 cents.
Distance from San Francisco to Delano	270.32	92 cents.
Difference	73.94	7 cents.

Distance from San Francisco to Stockton, 91 miles, and 12 cents per 100 pounds.

Freight does not move from San Francisco through Stockton to Delano; but, admitting such was the case, combinations of locals, San Francisco to Stockton, 12 cents; plus Stockton to Delano, 85 cents; making 97 cents only, as against through rate, San Francisco to Delano, 92 cents. We are justified in making a less through rate for long hauls than sum of local rates for short hauls, and the excess in this case, 7 cents, is trivial.

Mr. Cox is evidently misled by want of information concerning rates of water transportation between San Francisco and Stockton and our nominal charge on fence wire between such points, 12 cents per one hundred pounds.

	Via River, per 100 pounds.	Rail (via Stockton), per 100 pounds.
San Francisco to Stockton	10 cents.	12 cents.
Stockton to Lathrop	5 cents.	5 cents.
Lathrop to Delano	80 cents.	80 cents.
Through	95 cents.	97 cents.
		All Rail Direct, per 100 pounds.
San Francisco to Lathrop		12 cents.
Lathrop to Delano		80 cents.
Through		92 cents.

This schedule shows our rate from San Francisco to Stockton is compulsory, on account of river competition; therefore, the question of distance between the two terminals to Delano, raised by Mr. Cox, is untenable. He has been misinformed concerning rates from Chicago to San Francisco, as compared with rates from San Francisco to Delano. Fence wire, carloads, Chicago to San Francisco, \$1 15 per one hundred pounds, which is necessary, because of rates via New York and Cape Horn; San Francisco to Delano, 92 cents per one hundred pounds.

Yours truly,

C. F. SMURR.

W. P. INK ET AL. vs. S. F. & N. P. R. R. CO.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

W. P. INK ET AL., *Plaintiffs,*

vs.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY, *Defendant.*

Since my letter to you of February sixteenth I have talked with several of our best citizens who are much interested in the fares and freights on the S. F. & N. P. R. R., and who wish to join in the protest against the high and almost ruinous rates charged by the railroad, and ask you, in your official capacity, to investigate thoroughly and give us all the relief to which, in your judgment, we are justly entitled. In my former letter I gave some of the reasons why we claim a reduction. I now give a few more. I understand that the Napa Railroad, whose fares and freights were much lower than ours, has recently made another reduction. Again, our wine men claim that it costs nearly one fourth of all their wine product for railroad freight to San Francisco, and other products in proportion. Now, we want not only a general but a genuine reduction. Heretofore they have reduced on one thing and twisted on another, so that in the end they were ahead. Now, as I said before, we nearly built the road and gave it to them, and are now obliged to patronize them. And now, gentlemen, we patiently await your pleasure, with some hopes that our fares and freights may be made to bear some proportion to our reduced products and low prices, and compare favorably with our neighbors on other roads.

We remain yours truly,

W. P. INK, Sheep and Stock Raiser.
JOHN D. WINTER, Winery.
E. G. FURBEN, Winery.
WM. CALDWELL, Winery.
C. HAEHE, Winery.
FRANK McELARNEY, Winery.
P. SMITH, Winery.
J. B. COOLEY, Winery.
JOHN FIELD, Winery.
WM. H. BLACK, Winery.

Filed in office of Railroad Commissioners, April 1, 1891.

JAS. V. KELLY,
Secretary.

AMENDED COMPLAINT.

*Before the Board of Railroad Commissioners of the State of California.*W. P. INK ET AL., *Plaintiffs,*
vs.SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY, *Defendant.*

I, as a taxpayer and representative citizen of this part of the country, ask you, in your official capacity, to examine thoroughly the schedule of fares and freights of the S. F. & N. P. R. R. (Donahue), and compare them with the *Napa* and other roads and places of equal distance, and see whether, in your judgment, we are entitled to a good reduction in our fares and freights. Now, I suppose you have a full list of the fares and freights of all roads. We claim that our fares and freights on this end of the road are all too high. Now, on our barley, wheat, wool, wine, etc., it takes from one third to one tenth of all we can scrape together to pay the freight. It is true we are mostly poor and don't have much to ship, yet I believe the Donahue road is considered one of the best paying roads in the State. Now, we claim some equities in the case. Sonoma County gave this road a subsidy of \$5,000 a mile, making \$285,000, and most of this we still pay interest on. Again, they refused to pay their taxes, and they still owe the county about \$150,000 that they never intend to pay. And now they have a ferry-boat to run the freight into the city without *reloading*. This is another reason for reduction. I will say another thing. Our merchants, shipping men, here are perfectly intimidated. They have to depend on the railroad, and hardly dare do anything that even seems to antagonize the road, or they will get left. Another thing: The railroad is, as usual, well fortified here with their *free pay men—cappers*—who, should you ever come here, will probably be the first ones to greet you and ask you to take something, etc.

Hoping that you will take early action, I remain

Yours, etc.,

W. P. INK.

ANSWER.

*Before the Board of Railroad Commissioners of the State of California.*W. P. INK ET AL., *Plaintiffs,*

vs.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY, *Defendant.**To the honorable Board of Railroad Commissioners, San Francisco:*

GENTLEMEN: Referring to the complaint made to your honorable Board by Mr. W. P. Ink, of Cloverdale, to which our attention has been directed by a note from your Secretary, I respectfully offer the following in regard to freights and fares between Cloverdale and San Francisco, the distance being eighty-four and one half miles:

During the year ending June 30, 1890, we hauled from Cloverdale three thousand six hundred and twenty-eight tons, for which we received \$11,524 95, or \$3 17½ per ton; and as nearly all of this freight was shipped to San Francisco, our revenue was \$3 75 per ton per mile.

Since June 30, 1890, in order to encourage the various industries along the line, we made during the shipping season the following special reductions from our tariff rates:

Wine.....	\$33 to \$28 per car.
Wine grapes.....	\$31 to \$28 per car.
Wood, between Guerneville and Cloverdale.....	\$14 to \$12 per car.
Green fruit, Cloverdale to Santa Rosa canneries.....	\$4 to \$2 75 per ton.
Green fruit, to Healdsburg canneries.....	\$2 60 to \$1 75 per ton.
Wool, between Cloverdale and all local points.....	about 33½ per cent below tariff rates.

We have voluntarily reduced our fares to San Francisco, from time to time, in order to encourage travel, from \$4 25 to \$3; and to Santa Rosa, the county seat, from \$2 25 to \$1 50, with a proportionate reduction between all local points.

Mr. Ink calls your attention to the *Napa* road, and asks you to draw a comparison; and, in this connection, I beg to explain that Calistoga being a competitive point with Hopland for Lake County business, and as the hauls by teams is forty-six miles to Calistoga, as against eighteen miles to Hopland, the Southern Pacific Company have probably reduced the rail rates to offset the cost of the long haul by teams.

If you find our freights and fares, per mile, are higher from Cloverdale than between points of equal distance on the lines of other roads, you will readily understand that the conditions are so widely different, that a local rate which would be profitable to the one in connection with its through business, would ruin the property of the other, which is entirely dependent upon its local traffic for its revenue.

Our property, as you know, consists of a short local road, built through a thinly populated country, with an expensive ferry system connecting it with San Francisco, which has nothing to sustain it except the revenue from the road north of Tiburon.

Our business is all local, and transported short distances, with the same cost of handling as freight transported thousands of miles.

We fully believe that after a thorough investigation of the complaint made by Mr. Ink,

you will decide that our freights and fares are extremely low, considering our location, cost of service, and the limited extent of country and population tributary to our road.

The policy of this company has been from the first to reduce our fares and freights whenever it was possible and consistent to do so, in order to encourage an increase of population and assist the various industries along the line; and, if you desire, we shall be pleased to meet you at any time, and explain what we have done in the past and what we propose for the future.

In conclusion, I desire to say, that as Mr. Ink states that he is a representative citizen, we will concede the fact; but we do not consider him a fair representative of the shippers and patrons of the road, as his total shipment for 1890 amounts to only 5,970 pounds, and not a pound received by him.

Respectfully yours,

H. C. WHITING,
General Manager.

BRIEF FILED ON THE PART OF PLAINTIFFS.

Before the Board of Railroad Commissioners of the State of California.

W. P. INK ET AL., *Plaintiffs*,
vs.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY, *Defendant*. }

GENTLEMEN: About the last of March I, with others, sent a complaint to your honorable body, to wit: that the Donahue Railroad was and is, as we think, charging us too much for fares and freights. Our communication was courteously and, I think, honestly though adversely answered by Mr. Beckman, and should, as the "Chronicle" says, give W. P. Ink, of writing fluid fame, his quietus. But I was in the last war, and, with others, have met with many defeats, and yet succeeded. Now, I was going to remark (what you already know) that the railroad don't particularly need your care, for they are able, or always have been, to take care of themselves, not only against the county, but as well the State and nation; for all they want is to be let alone, and they will fix their rates for all the traffic will bear. I will just remark again that the railroad now owes the State delinquent taxes, per Controller's Report for 1890, page 36, over two and one half million dollars, that they never intend to pay, and the Donahue Railroad left \$150,000 taxes in Sonoma County unpaid (but compromised by hook or crook; see county record, 1881). We of Cloverdale are, of course, but a small fraction of the people of the State, and I suppose the railroad managers are very indignant that we even dare to hint at a reduction of rates.

Now, I find it very difficult to get correct rates and other data. The railroad officials are very suspicious, and won't talk. I have to rely mostly on the Railroad Commissioners' Report, 1890. I find on page 32, table 2, earnings of Donahue S. F. & N. P. R. R. over expenses greater than any other road reported; page 34, table 4, gross earnings per mile greater than any other railroad in the State reported; page 36, table 6, shows a greater net income than any other single railroad in the State reported; page 48, table 18, shows in your thirty or more samples of local passenger rates from different points and places and on different roads, the average fare is quite less than 3 cents. Now, I will mention one other thing, to show how they beat the county, per report of Board of Equalization, page 33, Schedule D, 1888. S. F. & N. P. R. R. was assessed for ninety-two and one half miles in Sonoma and Marin Counties, while they are charging fares and freights on about one hundred and forty-five miles, which makes a grand difference in the amount of taxes. Now, I think I have shown by your own report that the Donahue Railroad is the best and highest paying road in the State, and that we are entitled, without doubt, to a reduction, and we don't care how soon it comes.

We claim we are discriminated against in our fares. When we go to Santa Rosa to pay our taxes that goes to pay the interest on \$285,000 subsidy bonds, that helped build the railroad, we have to pay 4 cents per mile; and from here to Geyserville, nine miles, 45 cents, and freight in proportion. A short time ago they did reduce the freight from Healdsburg, on account of wagon competition. The merchants at Geyserville have their goods hauled from Petaluma, and now merchants at Geyserville have their goods unloaded at Healdsburg, and haul from there with teams and wagons. Cloverdale could make money by doing the same.

Now what we ask is to have our fares put at 3 cents per mile, and we would like to have the miles taken from the report of the Board of Equalization, and our freight reduced one fifth, which is in accord with the idea expressed in their circular, that would be made when the large ferry-boat begins to run. I will just say that the North Pacific Coast Railroad is not in any way to be compared with the Donahue.

And as for the little *shur* of the "Chronicle" reporter, it may deter others from coming before you and asking at your hands that which in justice they are entitled to.

And now, gentlemen, I have in an awkward way set our complaint, claim, and equities partly, at least, before you, hoping for your joint consideration and favorable decision. I will say further, that we do not intend to charge the railroad men with being sinners above all men, but I do contend that the intention of *law* is, by creation of the office of Railroad Commissioner, to protect the people from discrimination and undue extortion by a rich and soulless monopoly or corporation.

W. P. INK.

On May 4, 1891, the Board directed the Secretary to inform Mr. Ink that Commissioner Beckman had made his report in the case of W. P. Ink vs. The S. F. & N. P. R. R. Co., and that the Board had adopted the report of Commissioner Beckman, as follows:

REPORT OF COMMISSIONER BECKMAN.

To the honorable Board of Railroad Commissioners, San Francisco:

DEAR SIR: I have made a thorough examination, at your request, of the complaint of W. P. Ink and others, from Cloverdale, in relation to freights and fares from Cloverdale to San Francisco.

I find that the regular fare from San Francisco to Sacramento, distance ninety miles, is \$3 30; from San Francisco to Cloverdale, distance eighty-four and one half miles, fare \$3; from San Francisco to Cazadero, distance eighty-seven miles, fare \$3 50; from San Francisco to Calistoga, distance seventy-three miles, fare \$2 30; from San Francisco to Lathrop, distance eighty-three miles, fare \$2 50; from San Francisco to Madison, distance eighty-eight miles, fare \$3 20; from San Francisco to Woodland, distance eighty-six miles, fare \$3 05.

You will see by the above comparison that the fare is about the same on all the different roads. The fare from Lathrop to San Francisco, for the same distance, is lower than on any other road, but they carry five passengers over that road where they carry one between Cloverdale and San Francisco. So by making an average, Cloverdale does not pay any higher fare than any other locality similarly situated.

I also made a thorough examination of the freight schedules. I found that on some classes of freight Cloverdale is charged more than other localities similarly situated, but on other classes of freight I find that the charges are in favor of Cloverdale. By averaging, I find that Cloverdale is not charged any more than other localities the same distance from San Francisco, and similarly situated.

Respectfully submitted.

WM. BECKMAN,
Commissioner First District.

JOHN HEINLEN vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

JOHN HEINLEN, *Plaintiff,*
vs.
THE SOUTHERN PACIFIC COMPANY, *Defendant.*

SAN JOSÉ, August 9, 1890.

JAS. V. KELLY, *Esq., Secretary Railroad Commission:*

DEAR SIR: On May 5, 1890, Burnstine Bros., junk dealers of San Francisco, shipped to J. Heinlen, Lemoore, Tulare County, nine thousand and eighty pounds of junk, consisting of old cable wire (which cost \$10 per ton). The S. P. R. R. Co., as you will see by the inclosed expense bill, charged freight on this lot of goods \$95 33, or \$1 05 per hundredweight, which we paid under protest. The railroad company claim that they have no fixed rate on old goods, hence they charged me the same rate as on new goods. New goods of this character cost at least \$100 per ton.

We claim that these goods should have been shipped at junk rates, which, I believe, is the lowest known rate on schedule.

Will you have the kindness to investigate this matter?

Yours respectfully,

Filed in office of Railroad Commissioners, August 12, 1890.

G. A. HEINLEN.
JAS. V. KELLY,
Secretary.

ANSWER OF THE SOUTHERN PACIFIC COMPANY.

SOUTHERN PACIFIC COMPANY, OFFICE GENERAL TRAFFIC MANAGER,
SAN FRANCISCO, September 5, 1890.

Mr. JAMES V. KELLY, *Secretary Board of Railroad Commissioners, City:*

DEAR SIR: Herewith please find inclosures received with yours of the second instant, and note reply of our General Freight Agent concerning shipment of cable to Mr. Heinlen at Lemoore, from which it seems that the proper tariff rate was charged.

Yours truly,

R. GRAY.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM), }
OFFICE GENERAL FREIGHT AGENT, SAN FRANCISCO, September 4, 1890. }

RICHARD GRAY, *Esq.*, *General Traffic Manager*:

DEAR SIR: Tariff, San Francisco to Lemoore, reads:

	L. C. L.	C. L.
Wire cable, old or new.....	\$1 05	
Barbed fence wire.....		\$0 88
Junk.....		33

The shipment made by Mr. Heinlen was not junk, nor intended to be used for the purpose to which junk is usually put, therefore should not be made subject to such rate. The shipment was, in fact, a lot of old street car cable, very bulky, using up much car space.

It was purchased and shipped with the intention of separating the cable and using the wire for fencing purposes. It was less than carload shipment, and rate as charged, \$1 05 per one hundred pounds, is correct.

Yours truly,

C. F. SMURR.

Filed in office of Railroad Commissioners, September 5, 1890.

JAS. V. KELLY,
Secretary.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM), }
OFFICE GENERAL FREIGHT AGENT, SAN FRANCISCO, January 29, 1891. }

Mr. J. V. KELLY, *Secretary State Board of Railroad Commissioners, Chronicle Building, City*:

DEAR SIR: Herewith find G. A. Heinlen's letter to you of date San José, August 9, 1890.

Mr. Heinlen has been charged the standard tariff rate as published January 1, 1890, and accepted by the Commission, on second-hand cable or wire rope, less than carloads. You appreciate this is a commodity that is not in general use; its movement very limited. Referring back we find that in 1882 we made a carload rate from San Francisco to Bakersfield of \$80 per car of ten tons, and again, in 1888, we made a carload rate.

We think it hardly proper to rate this commodity, in either carloads or less, as junk: it is not intended for the purpose that junk is; the volume is modest comparatively. The particular purpose this was intended for, we understand to be to supersede wire fencing, which pays this company, on shipments in this quantity, the same rate as charged on second-hand cable.

Yours truly,

C. F. SMURR,
General Freight Agent Southern Pacific Company.

Filed in office of Railroad Commissioners, January 31, 1891.

JAS. V. KELLY,
Secretary.

The Secretary submitted the following amended complaint from John Heinlen, complaining of excess of charges upon shipment of junk from San Francisco to Lemoore, Tulare County, Cal.

The Secretary reported that he had sent Mr. Heinlen's complaint to the Southern Pacific Company, and requested an explanation of the same, and received in reply the answer of the Southern Pacific Company, which was read, and, upon motion, the whole matter was referred to Commissioner Rea.

AMENDED COMPLAINT.

JOHN HEINLEN, *Plaintiff*.

VS.

THE SOUTHERN PACIFIC COMPANY, *Defendant*.

To the honorable Railroad Commissioners of the State of California:

The plaintiff, John Heinlen, complains of defendant, the Southern Pacific Railroad Company, and alleges:

That on the sixteenth day of April, 1890, plaintiff shipped by and over defendant's

railroad, from San Francisco, Cal., to Lemoore, Tulare County, Cal., five coils of junk, or second-hand wire, weighing eight thousand six hundred and fifty pounds. That said defendant charged, and plaintiff (under protest) paid, freight on the same at the rate of \$1 05 per hundredweight, aggregating in full the sum of \$91 08. That said charge was and is unreasonable and unjust, and plaintiff asks that a rebate be made to him as may be just in the premises.

Further complaining, plaintiff alleges that on the twenty-second day of March, 1890, he shipped by and over defendant's railroad, from San Francisco, Cal., thirty-nine coils of junk or second-hand wire, weighing one thousand seven hundred and fifty pounds. That said defendant charged, and plaintiff (under protest) paid, freight on the same at the rate of \$1 05 per hundredweight, aggregating in full the sum of \$18 43. That said charge was and is unreasonable and unjust, and plaintiff asks that a rebate be made to him as is just and proper in the premises.

Further complaining, plaintiff alleges that on the eighth day of January, 1890, he shipped by and over defendant's railroad, from San Francisco, Cal., to Lemoore, Tulare County, Cal., seven coils of junk or second-hand wire, weighing one thousand two hundred and thirty-five pounds. That said defendant charged, and plaintiff (under protest) paid, freight on the same at the rate of \$1 05 per hundredweight, aggregating in full the sum of \$13 63. That said charge was and is unreasonable and unjust, and plaintiff asks that a rebate be made to him as is just and proper in the premises. That the total amount of shipments aforesaid are as follows:

8,650 pounds, at \$1 05	\$91 08
1,750 pounds, at \$1 05	18 43
1,235 pounds, at \$1 05	13 63
11,635 pounds	\$123 14

That hereto attached are expense bills No. C 784,952; No. C 784,558, and No. C 483,792.

JOHN HEINLEN.

By G. A. HEINLEN.

Filed in office of Railroad Commissioners, April 1, 1891.

JAS. V. KELLY,

Secretary.

ANSWER TO AMENDED COMPLAINT.

J. V. KELLY, Esq., *Secretary Railroad Commissioners, San Francisco, Cal.:*

DEAR SIR: I herewith return you communication from Mr. John Heinlen concerning charge made by this company on shipment of old cable wire consigned to his address at Lemoore Station, on which he claims an overcharge.

I find the shipments as follows: San Francisco to Lemoore, waybill 713, January 8, covers seven coils of wire; weight, one thousand two hundred and thirty-five pounds. Rate charged thereon, \$1 05 per one hundred pounds. Total freight charges, \$13 63. This shipment consisted of old street car cable.

March 22, San Francisco to Lemoore, waybill 3109, thirty-nine coils wire; weight, one thousand seven hundred and fifty pounds. Rate, \$1 05 per one hundred pounds. Freight charges, \$18 43. This shipment comprised a mixed shipment of old street car and old elevator cable.

April 16, San Francisco to Lemoore, waybill 2315, five coils of old wire; weight, eight thousand six hundred and fifty pounds. Rate, \$1 05. Freight charges, \$91 08. This consignment consisted of old street car cable.

These shipments cannot be made subject to our reduction in carload rates on wire cable second-hand, January twenty-eighth, and but only one is entitled to a refund, namely: shipment of April 16. On this we have charged: freight, \$90 83; State toll, 25 cents; total, \$91 08. Our carload rate on a shipment of like character would be fourth class, plus 20 per cent, San Francisco to Lemoore, \$79 20; State toll, 25 cents; total, \$79 45; which entitled Mr. Heinlen to a refund of \$11 63, and voucher in his favor for such amount will be issued at once.

I herewith return expense bills for the other consignments, and as they consist of less than carload shipments they have not been charged in excess.

Yours truly,

C. F. SMURR,

General Freight Agent Southern Pacific Company.

Filed in office of Railroad Commissioners, April 25, 1891.

JAS. V. KELLY,

Secretary.

REPORT OF COMMISSIONER REA.

SAN JOSÉ, January 31, 1891.

To the honorable Board of Railroad Commissioners:

GENTLEMEN: In the case of G. A. Heinlen vs. The Southern Pacific Company, which case was referred to me by the old Board for investigation, I respectfully submit the following report:

I find that the plaintiff, G. A. Heinlen, has been excessively overcharged, and suggest that the Board make out a new schedule covering this class of freight, and further, that there be a reduction made of least 20 per cent.

All of which is respectfully submitted.

J. W. REA,
Commissioner for Third District.

On February 16, 1891, the above report of Commissioner Rea was adopted.

Commissioner Litchfield moved that the Secretary be directed to call upon the Southern Pacific Company and request them to make a rebate in favor of G. A. Heinlen of 20 per cent upon his shipment of cable wire, as per his complaint dated August 9, 1890, and amendment thereto. Carried.

The Southern Pacific Company was duly notified of the above order of the Board, and has complied with the same by the publication of circular No. 2712, as follows:

CIRCULAR No. 2712.

LOCAL CLASSIFICATION—WIRE CABLE, SECOND-HAND.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM),
GENERAL FREIGHT OFFICE, SAN FRANCISCO, January 28, 1891.

To Agents:

Please refer to Local Classification, page 35, and add: "Wire cable, second-hand, car-loads, fourth class plus 20 per cent, but not to exceed third class less 20 per cent."

C. F. SMURR,
General Freight Agent.

SAN DIEGO, April 11, 1891.

The Board met in the rooms of the Chamber of Commerce.
Commissioner Rea stated the object of the meeting.
There being no complaints, the Board adjourned.

RIVERSIDE, April 13, 1891.

The Board met in rooms of the City Trustees. Full Board present.
Commissioner Rea stated the object of the meeting.
There being no complaints, the Board was declared adjourned.

LOS ANGELES, April 14, 1891.

The Board met at the rooms of the Mayor of the city. Full Board present.

Commissioner Rea stated the object of the meeting.
There being no complaints, the Board adjourned.

SANTA BARBARA, April 15, 1891.

The Board met at the City Hall at two o'clock. Present: Commissioners Rea, Litchfield, and Beckman.

Commissioner Litchfield stated the object of the meeting, and requested any person present, having complaints, to present them.

There being none, the Board then adjourned.

BAKERSFIELD, April 16, 1891.

The Board met at the Southern Hotel.

Commissioner Rea stated the object of the meeting.

There being no complaints or other business, the Board adjourned to meet at the office of the Board in San Francisco.

GLENWOOD LUMBER COMPANY ET AL. vs. SOUTHERN PACIFIC COMPANY.

In the matter of freight charges on cordwood by the Southern Pacific Company from Glenwood to Laurel Station, in Santa Cruz County.

PETITION OF SHIPPERS.

Before the Board of Railroad Commissioners of the State of California.

GLENWOOD LUMBER COMPANY ET AL., *Plaintiffs,* }
 vs.
 SOUTHERN PACIFIC COMPANY, *Defendant.* }

To the honorable Board of Railroad Commissioners of the State of California:

Your petitioners herein respectfully show: That they are citizens of the State of California, residing and doing business on the line of the South Pacific Coast Railway, with their stations and shipping points at Laurel and Glenwood, in Santa Cruz County, and at Wrights, in Santa Clara County.

That petitioners are shippers over said railway from said points to the city of San José, which city is their principal market for their products and materials.

That the freight charges upon cordwood from said Laurel and Glenwood and Wrights Stations are excessive and unreasonable, in this: Said management and said railway charge these petitioners and all others shipping cordwood from said stations to the city of San José the following rates, to wit: on hardwood and fir, \$1 75 per cord, from Laurel and Glenwood, and \$1 65 per cord from Wrights; on redwood, \$1 35 per cord. Said management and said railway haul cordwood from Boulder Creek, in said Santa Cruz County, to said city of San José, at the following prices, to wit: on hardwood and fir, \$1 75 per cord; on redwood, \$1 50 per cord.

That the distance over said railway from Glenwood Station to said city of San José is about twenty miles, and from Laurel about nineteen miles.

That the distance from Boulder Creek to San José, over said railway, is about thirty-five miles.

That the expense and cost of service from said stations of Laurel, Glenwood, and Wrights to said city of San José, as petitioners are informed and believe, are much less and much cheaper than the expense and cost of service from Boulder Creek to said city of San José, and that said city of San José is also the chief market of Boulder Creek.

That the expense to petitioners, and all shippers of cordwood from said Laurel, Glenwood, and Wrights, is much greater than the expense of shippers of cordwood from Boulder Creek Station, on account of and for the reason that the distance from the respective points where this wood is cut is much greater and the wagon haul much longer than from similar points in or about Boulder Creek Station; and that the cost to said railway is much greater for its service rendered Boulder Creek shippers than the cost of similar service rendered to Laurel, Glenwood, and Wrights shippers, for the reason that a special train and extra service are required for the former, and none for the latter.

Wherefore, your petitioners pray that the rates upon cordwood from said stations of

Laurel and Glenwood and Wrights be reduced and equalized, and the above discrimination against said stations be corrected, in order that petitioners and all shippers from said points may be able to compete fairly and justly in said market, and that this petition, and the prayer thereof, be heard and determined without unreasonable delay.

All of which is respectfully submitted.

GLENWOOD LUMBER COMPANY.
By H. J. ROGERS.

This petition contains the signatures of twenty-eight persons.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

GLENWOOD LUMBER COMPANY ET AL., *Plaintiffs*,
vs.
SOUTHERN PACIFIC COMPANY (S. P. C. RY. DIVISION), *Defendant*.

The above named defendant, without in any manner waiving, but in all things expressly insisting upon its objections herein expressly made, that the complaint of the plaintiffs above named does not state facts sufficient to authorize the proceedings, and does not conform to the requirements of Section 9, Chapter LIX, Statutes of 1880, for answer in its behalf of the said complaint, denies that the freight charges upon cordwood from Laurel or Glenwood or Wrights Stations, or any or either of them, are excessive or unreasonable.

Defendant denies that the expense or cost of service from said stations of Laurel, Glenwood, and Wrights, or from any or either of them, to the city of San José, is much or at all less, or much or at all cheaper than the expense and cost of service from Boulder Creek to said city of San José.

Defendant denies that the expense to petitioners and all shippers of cordwood from Laurel, Glenwood, and Wrights is much or at all greater than the expense of shippers from Boulder Creek Station, or that the cost to this defendant is much or at all greater for its service rendered Boulder Creek shippers than the cost of similar service rendered to Laurel and Glenwood and Wrights shippers, or any of them.

And defendant denies generally all the averments of the said complainants not herein expressly admitted.

And further answering, this defendant avers: That the freight rates on cordwood over the railroad of this defendant from Boulder Creek, from Glenwood, from Laurel, and from Wrights Station, to San José, are all and each of them unreasonably low, and are less than the rates on cordwood over any other railroad similarly situated in the State of California.

That none of those rates give a fair or reasonable return for the services rendered by this defendant in the transportation of cordwood, and none of the cordwood transported by this defendant from any of the said stations bears its proper proportion of the costs of the operation and maintenance of the said railroad.

That the said rates, and each of them, are so grossly inadequate for the service rendered under them that if all other freights over the railroad of this defendant were carried at like low rates the said railroad could only be operated and maintained at a loss, and would have to be abandoned.

That the shipments of cordwood from Glenwood, Laurel, and Wrights, which are way stations, are very small compared with the shipments from Boulder Creek, which is a terminal station, and the expense of the greater delay of its cars, and of switching in hauling cordwood from these way stations, about equals the expense of the additional mileage in hauling cordwood from the terminal station.

That these rates on cordwood have been adjusted to each of said stations to the lowest possible charge above the actual cost of transportation for the services rendered, and if as plaintiffs claim, but which this defendant does not admit, does not believe, and has hereinbefore denied, these rates ought to be readjusted so as to make a greater difference in and thereby equalize the freight rates to San José upon cordwood from the way stations, Wrights, Laurel, and Glenwood, and the terminal station, without lowering the rates from the way stations.

Wherefore, this defendant having fully answered, prays judgment that plaintiffs take nothing by this proceeding, and that the complaint herein be dismissed.

JAS. C. MARTIN AND A. A. MOORE,
Attorneys for Defendant.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

C. F. Smurr, being duly sworn, deposes and says that he is an officer, to wit: the General Freight Agent, of the defendant (a corporation), and makes this verification for and in behalf of said defendant; that he has heard read the foregoing answer and knows the contents thereof; that the same is true of his own knowledge except as to the matters

which are therein stated on his information and belief, and as to those matters that he believes it to be true.

C. F. SMURR,
General Freight Agent Southern Pacific Company.

Subscribed and sworn to before me, this seventeenth day of February, A. D. 1891.

E. B. RYAN,
Notary Public.

STIPULATION.

Before the Board of Railroad Commissioners of the State of California.

GLENWOOD LUMBER COMPANY ET AL., *Complainants*,
vs.
THE SOUTHERN PACIFIC COMPANY (S. P. C. RY. DIVISION). }

It is hereby stipulated and agreed by and between the parties hereto, that the petition and complaint on file herein be withdrawn and dismissed without prejudice, and the petitioners and complainants now hereby move the dismissal of said petition and complaint, and take leave so to dismiss and withdraw the same as aforesaid.

ARCHER & BOWDEN,
Attorneys for Complainants.

Filed in office of Railroad Commissioners, April 17, 1891.

JAS. V. KELLY,
Secretary.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
April 20, 1891. }

In the matter of the complaint of the Glenwood Lumber Company et al. vs. The Southern Pacific Company, the Secretary read a stipulation and motion to withdraw complaint on the part of plaintiffs.

J. C. Martin, Esq., attorney for defendant, the Southern Pacific Company, appeared and assented to the stipulation and motion to withdraw complaint on behalf of his company, and upon motion of Commissioner Beckman, the complaint was dismissed.

GEO. H. BENNETT vs. SOUTHERN PACIFIC COMPANY.

Complaint was received from Geo. H. Bennett of Coalinga, Fresno County, Cal., April 20, 1891, complaining of insufficient mail service.

Copy of same was served on the Southern Pacific Company. An answer was duly made by the Southern Pacific Company, claiming that they have complied with the contract made with the United States Government; that the Post Office Department has authorized only a tri-weekly mail service between Huron and Alcalde (Coalinga being an intermediate point), and the Southern Pacific Railroad Company is fully complying with all the requirements of the Post Office Department in the matter of carrying such mail.

PETITION OF THE CITIZENS OF MIDWAY, ALAMEDA COUNTY.

The following petition to the Southern Pacific Company, for a depot or platform at Midway, in Alameda County, was received by the company April 22, 1891:

We, the undersigned citizens of Midway and surrounding country, do petition the Southern Pacific Company to build a depot or platform at this place, for the accommodation of those who may ship or receive freight. The old depot was destroyed by fire some time ago, and a new one or a platform is badly needed.

The above petition was signed by twenty-five citizens living in the vicinity of Midway.

The following is the reply of the Southern Pacific Company to the petition of the citizens of Midway for a depot or platform:

To C. A. DOUGLAS, *Midway*:

Answering your petition of April 21, 1891, relative to a depot or platform at your station, would say:

I find that for the year 1890 the business of Midway was not quite fifteen cars of freight received, and three and one half cars of freight forwarded. That is including everything, so that the freight earnings of the station were not very much in excess of what it would cost us to build a platform.

I have given instructions that the ground shall be leveled off at the track, so that a team can readily get to the door of a car, and it appears to me that that ought to be sufficient until the business at the station reaches greater proportions.

Yours truly,

A. D. WILDER,
Division Superintendent.

May 9, 1891.

On July 12, 1891, the citizens of Midway, Alameda County, through C. A. Douglas, petitioned the Board of Railroad Commissioners for redress, setting forth that the Southern Pacific Company had refused to grant them a depot or a platform.

The Southern Pacific Company was notified in due form, and on the fifteenth day of October the Southern Pacific Company made answer to said petition, substantially the same as that made to the citizens of Midway, and accompanied said reply with a tabulated statement showing in detail the volume of business done at Midway, as shown below:

FREIGHT FORWARDED AND RECEIVED AT MIDWAY DURING THE YEAR 1890.

	Forwarded.	Received.
Wheat, in carloads.....	211,990	-----
Barley, in carloads.....	300,500	-----
Hay, in carloads.....	522,150	-----
Sheep, in carloads.....	20,000	-----
Lumber, in carloads.....	-----	78,030
Posts, in carloads.....	-----	20,000
Wool, in less than carloads.....	43,165	-----
Hides, in less than carloads.....	8,775	-----
Merchandise, in less than carloads.....	69,595	294,665
	1,176,175	392,695

At Midway 294,665 pounds of merchandise were received in 1890, and 69,595 pounds of merchandise were forwarded in 1890; amounting to nearly fifteen cars received and three and one half cars forwarded.

DECISION OF THE BOARD.

In the matter of the petition of the citizens of Midway, Alameda County, for a depot or platform, the Board having had the same under consideration and having made an investigation, upon motion of Commissioner Litchfield, the Secretary was instructed to notify the parties that the Commission did not feel justified in requesting the railroad company to comply with the demand made, in consequence of the small amount of business transacted at that station, and that it was not within the power of the Commission to order it done.

 PETITION OF HALL, LUHRS & CO. ET AL.

The following petition was filed in the office of the Board of Railroad Commissioners on May 4, 1891:

PETITION.

SACRAMENTO, April 25, 1891.

To the honorable Board of Railroad Commissioners of the State of California:

The undersigned, engaged in trade or other pursuits that make it necessary to travel extensively on the railroads of this State, either in person or by agents, suffer great inconvenience, delay, and expense by reason of the small number of trains run by the respective companies upon which passengers are permitted to ride. While we realize that the rights and interests of the companies should be fully considered, and that they should not be asked to run trains at a loss merely for the convenience of the public, we do think they should carry passengers on all regular freight trains, as well as on passenger trains.

If the economical and expeditious handling of their freight business will not admit of their affording the accommodations accorded passengers on passenger trains, we think a plan can be devised whereby they could place on sale freight train tickets, containing suitable provisions requiring parties desiring to avail themselves of the privilege, to obtain their tickets before the trains were due to arrive at such place, and conditioned that the purchasers thereof shall get on and off, at their own risk, at the point of embarkation and debarkation as the convenience of the company's business connected with the operation of the respective trains require. Also, have suitable provisions for freight train permits with same conditions, so that persons holding mileage tickets could avail themselves of the accommodations. Believing that you can place this important matter before the different companies in such light as will secure this valuable privilege, we are, respectfully,

The petition is signed by twenty-five firms.

ANSWER OF THE SOUTHERN PACIFIC COMPANY.

SAN FRANCISCO, May 9, 1891.

To the honorable Board of Railroad Commissioners, State of California, San Francisco, Cal.:

GENTLEMEN: I am just in receipt of a petition, under date of the twenty-fifth ultimo, signed by many patrons of our road, filed in your office on the fourth instant, and forwarded to the undersigned by your Secretary.

Your petitioners urge the company to arrange for carrying passengers on certain freight trains, other than those now carrying them, as well as on all passenger trains, and they suggest a plan whereby the company could place the sale of freight train tickets, containing suitable provisions requiring the parties desiring to avail themselves of such privileges to obtain tickets before the trains are due to arrive, and conditioned that passengers shall get on and off these trains at their own risk at points of embarkation and debarkation, restricted to such conveniences as the business of the company's service connected with the operation of its respective freight trains might afford. Also, to issue freight train permits, with the same conditions, so that persons holding mileage tickets (recently put on sale for benefit and convenience of the traveling public) could avail themselves of freight train accommodations.

However much we might feel disposed to oblige the traveling public in this respect, there are many very sound and reasonable objections to our carrying passengers on freight trains, which are probably not fully understood by your petitioners.

In the first place, I need not offer any argument to demonstrate to the gentlemen forming your honorable body that our freight trains are not supplied with requisite vehicles for the ordinary convenient carriage of persons; nor to show you that the necessities in modern railway freight traffic require that it should not be burdened with the high responsibility incident to the movement of passengers.

Caboose cars, so called, are constructed for the convenience of trainmen, in which they carry their working tools, to afford them a place of abode, both day and night, when away from their respective homes, and are, as is well known, entirely unsuitable for the accommodation of passengers; therefore, if we were to generally carry passengers on freight trains, it would involve the necessity of putting a passenger coach on each freight train.

Furthermore, nearly all our trains are equipped with the latest modern appliances that have been invented within the past few years for the promotion of safety and for the purpose of expediting the movement of traffic, resulting in great benefit to shippers. As we load our locomotives to their full capacity on the several divisions, keeping as closely as possible within the lines of true economy, our freight trains in the valley are usually long and heavy, containing from forty to sixty cars, and when the automatic brake is applied to a long train of freight cars the forward cars naturally feel the force of the braking power first, the "slack" of the train closes up, thereby causing at times quite a shock to be felt upon the rear cars of the train, particularly in the caboose, since it is usually lighter than the other cars. This shock is greatly magnified when an emergency stop is necessary, though, in either case, the shock is oftentimes sufficiently severe to throw down and occasionally injure those unaccustomed to such rough usage.

We, as common carriers, have learned from past experience that under the law we would be afforded no relief when we take passengers on other than passenger cars and trains properly equipped for such purposes. An unbroken record of our experience shows that there is a responsibility thrust upon the railroad company, and the latter is liable to be mulcted in heavy damages, regardless of any contract that may be entered into between the company and the individual for the protection of the former. As the statute does not compel the purchase of a ticket, many would refuse to do so, but even when a passenger accepts one, with full knowledge of its terms, as is proposed for the special issue to meet the demanded privileges, he assents to the rate of fare and time and manner of delivery therein stated; but the acceptance of such ticket would not relieve the railroad company from liability for loss or injury for want of the exercise of the highest degree of care, or failure to provide the usual and ordinary facilities for passenger traffic.

Nearly all these through freight traffic trains are run "special," in other words, not on schedule time, and they stop, as a rule, only for fuel, water, and running orders. This is essential in order that we may meet the requirements of rapid transit forced upon us through the demands of shippers. The service on the local freight trains, especially upon the valley lines, would render it even more hazardous to attempt to handle passengers thereon, for the reason that they are constantly taking on and setting out cars, causing frequent repetition of the shock hereinbefore referred to; again, freight trains in stopping at stations leave the caboose quite a distance from the platform and station grounds, so that it would be practically impossible to handle with any degree of satisfaction the passenger or his baggage.

It is well understood in the practical operation of a line of railroad that the exigencies of the business of the period render it impracticable for it to attempt to carry passengers upon freight trains, and at the same time serve the public with reasonable diligence and economy in the conduct of its freight business.

There are between San Francisco (or, more properly speaking, Vallejo) and Calistoga, two passenger trains in each direction daily; Calistoga, Santa Rosa, Esparto, and Vallejo, two trains; San Francisco and San José, ten trains; San Francisco and Port Costa, nine; San Francisco and Niles, six; Davis and Sacramento, seven; Port Costa and Davis, five; Lathrop and Stockton, five; Niles and San José, five; Port Costa and Martinez, four; Tracy and Lathrop, four; Martinez and Tracy, three; Niles and Livermore, three; Tehama and Red Bluff, three; Sacramento and Colfax, three; Sacramento and Marysville, via Roseville, two; Marysville and Tehama, Marysville and Oroville, Davis and Woodland, Red Bluff and Redding, Colfax and Reno, Lathrop and Saugus, Colton and Banning, Saugus and Santa Barbara, Sacramento and Placerville, Lodi and Valley Springs, Goshen and Lemoore, Los Angeles and Santa Barbara, Los Angeles and San Pedro, Los Angeles and Santa Ana, all have two passenger trains each way daily; Los Angeles and Santa Monica, four; Los Angeles and Long Beach, three. Thus it will be seen that the company has from two to as many as ten passenger trains running on nearly all of its lines, daily, even over outlying sections where traffic is very light.

Having a desire to oblige our patrons, so far as practicable, we will likely in the future, as we have in the past, extend freight train privileges over such portions of our line as considerations of safety and the requirements of the service will permit. With an expression of regret, however, that we are at the present time, for reasons herein indicated, unable to make this practice general, I am,

Yours very truly,

A. N. TOWNE.

Filed in office of Railroad Commissioners, May 9, 1891.

JAS. V. KELLY,
Secretary.

ARGUMENT FOR PETITIONERS.

SACRAMENTO, May 11, 1891.

To members of the State Board of Railroad Commissioners of California:

I am this day in receipt of letter from the Secretary of your Board, transmitting through yourself letter from A. N. Towne, Vice-President and General Manager of the Southern Pacific Company, in answer to the communication presented by Hall, Luhrs & Co. et al., for the consideration of your Board, in conjunction with the Southern Pacific Company's representatives, with respect to freight train tickets, and have carefully noted Mr. Towne's statements.

Without attempting to discuss the details of his reply, will say, solely with reference to the matter of convenience, that the accommodations specified by him will not meet the requirements of the people who signed the request forwarded to you. It is apparent from his letter that in the lower part of the Sacramento Valley and on the lines adjacent to San Francisco, the accommodations are much better than in that portion of the Sacramento Valley from Sacramento east and north.

It is a fact that there are two passenger trains daily between Roseville Junction and Red Bluff; that is, there are two passenger trains each way every twenty-four hours; but for all practical purposes, there is but one. The Oregon through express train leaves here at midnight, passing through Roseville Junction and every other town between Sacramento and Redding before business hours, and the opposite of that train, south bound, passes between Redding and Sacramento after the close of business hours. Unless a traveler was prepared to leave Roseville Junction or Redding at the close of the day's business, so that he could go from Redding to Anderson, or to Lincoln from Roseville, at his first point, for the next day's business, that train is of no utility whatever. The points between Roseville Junction and Redding, with possibly the exception of going from Redding to Anderson or Cottonwood, can be made by but one train, to accomplish anything. If the traveler leaves Roseville Junction on the north bound Oregon train, he will get to Lincoln, where he must remain until about four o'clock the next day, or to put it more particularly, the same afternoon, as he will arrive at Lincoln about two o'clock A. M. Then he may take the Red Bluff accommodation and get to Sheridan, where he can probably get away in time to take the next night's Oregon train to Wheatland, at which place he must remain another day, when he can get to Marysville in time for supper. Gridley, Live Oak, Biggs, Nelson, Chico, Tehama, and other points upon that line have but one train per day, and every time a traveler gets off at one of those towns he is stranded for twenty-four hours, for all practical purposes, unless he takes a livery team, which is almost the universal practice; and it is this large expense of livery hire or loss of time that prompts the request that has been made. The same rule with regard to making points applies to the south bound traveler between Redding and Roseville Junction.

With respect to the west side of the river, between Tehama Junction and Woodland, there is only one passenger train every twenty-four hours.

From Redding north there is only one train every twenty-four hours.

On the lines east from here, as far as Colfax, the accommodations are very fair, made so recently by placing on the local train from this point to Colfax; but from Colfax to Truckee, while there are two trains daily, there is practically but one, as they pass through the stations of Towles, Gold Run, Dutch Flat, Cisco, Blue Cañon, etc., after night, and after business hours.

Accommodations between this place and Lathrop are very fair, but the lines I have specified are the ones in which the business men of this city are more particularly interested, and upon those lines the accommodations are absolutely inadequate.

The small towns specified, viz.: Lincoln, Sheridan, Wheatland, Gridley, Live Oak, Biggs, Nelson, and such places as Blacks, Yolo, Williams, Germantown, Corning, and Kirkwood, are places where usually two or three hours will be all a traveling man requires, but the accommodations, as now afforded, mean practically twenty-hours in each town. This state of affairs is certainly worthy of the special attention of the company.

For a long time passengers were carried on what was called the "Marysville local," which meant between this city and Marysville, but for some reason the privilege of riding on that train has been withdrawn. There are no privileges whatever given on the west side of the river, nor upon any freight trains, for that matter.

It is hoped that your honorable Commission will not consider it too much trouble to lay this matter before Mr. Towne again, and ask his indulgence for a still further hearing.

With respect to his statements as to the inconvenience, injury, etc., to passengers, and consequent risk to the company, I do not think his position is well taken. While I do not desire to be understood as volunteering a legal opinion on this subject, I will undertake to say that, in this matter of extending a special privilege to a particular class of trains, which are not passenger-carrying trains as a rule, that any reasonable provision for the protection of the company, as against the claims of parties whom it may "accommodate," will be fully upheld, so that it will not be liable for injuries, other than those that result from such carelessness as would make them liable under any circumstances that might be imagined, such as willful acts or gross carelessness in the handling of their trains, and they certainly do not want to be put upon record as saying that they run their trains in a way that would cover any such contingency. So long as the

privilege they afford to this special class of trains is made available to all persons who apply for it under those conditions, so as to bring them safely within the provisions of the Interstate Commerce Act (quotations from which are so freely given as a panacea for almost all the ills that arise from railroad operation, but which, I am glad to note, did not occur in Mr. Towne's letter), they can make the conditions as full as they please, so long as they do not reserve the right to run over a man in plain sight.

The objection that certain persons would get on the trains and not purchase those special tickets is not well taken, because if they leave those trains open to all who will comply with certain conditions, a party failing to comply with those conditions has no more right on the train than he has to-day. It might as well be said that a man might get on the train now, if he has nerve enough to do so; and I will say, incidentally, that a great many do so, but that fugitive way of traveling is not agreeable to the majority of people, and is a very uncertain way, and involves a traffic in relation to transportation that is not calculated to benefit the passenger or the railroad company.

What Mr. Towne says about the long trains on the valley divisions was the very thing that suggested asking them to put that provision in as to the point at which the trains should stop. The request was only made for regular trains, not special trains, and was to cover the getting on and off at those unusual places, recognizing specifically the difficulty of hauling those large trains.

So far as putting on passenger cars is concerned, the cabooses have never been considered objectionable to anybody who had occasion to ride on them. They are, as a rule, neatly kept; and so far as the employes are concerned, I know of no single instance, through any of my clients, as to rude or discourteous conduct on the part of trainmen. The only drawback is the right to get on at all.

As to the checking of baggage, provision could be made for that by simply billing as freight sample cases too large to be carried in the hand, and it could be put into whatever car would best suit the convenience of the company.

I have not conferred with all of the parties who signed that paper, but with several of them, and the sentiment is invariably that the relief should be given. If the company will confine the relief to the lines tributary to this city, the merchants here will be satisfied, as they are only asking for their own accommodation on the divisions named.

Trusting something will be accomplished, I am, respectfully yours,

L. T. HATFIELD.

Filed in office of Railroad Commissioners, May 20, 1891.

JAS. V. KELLY,
Secretary.

SANTA CLARA VALLEY MILL AND LUMBER COMPANY ET AL. vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

SANTA CLARA VALLEY MILL AND LUMBER COMPANY, PACIFIC MANUFACTURING COMPANY, CHARLES MCKIERNAN, ALAMEDA LUMBER COMPANY, GLENWOOD LUMBER COMPANY, NORTH COAST LUMBER COMPANY, AND THE INDEPENDENT MILL AND LUMBER COMPANY, *Plaintiffs,*

vs.

THE SOUTHERN PACIFIC COMPANY, *Defendant.*

To the honorable the Board of Railroad Commissioners of the State of California:

Your complainants, to wit: Santa Clara Valley Mill and Lumber Company (a corporation), Pacific Manufacturing Company (a corporation), Charles McKiernan, Alameda Lumber Company (a corporation), Glenwood Lumber Company (a corporation), North Coast Lumber Company (a corporation), and the Independent Mill and Lumber Company (a corporation), complaining of said defendant, the Southern Pacific Company, by this, their complaint, respectfully show to this honorable Board as follows, to wit:

That the defendant, the Southern Pacific Company, is a corporation duly and legally organized, and now existing and doing business in the State of California, and is the owner of a railroad, and operating the same within the State of California, from the Alameda Point, in the county of Alameda, through the counties of Alameda, Santa Clara, and Santa Cruz to the city of Santa Cruz, in Santa Cruz County; and a branch thereof, running from Felton to Boulder Creek, in Santa Cruz County, known as the "Santa Cruz Division" of said Southern Pacific Company.

That said above named plaintiffs are engaged in the business of manufacturing, shipping, and selling lumber.

That the timber lands, mills, and manufactories of said plaintiffs are in the Santa Cruz Mountains, in Santa Cruz County, State of California, and on the line of said defendant's said railroad, and the market or place of sale of said lumber is in the city of San José,

Santa Clara, and vicinity, in Santa Clara County, which is situated on the line of defendant's railroad.

That the distance from Boulder Creek, the longest distance that any of said plaintiffs ship over said defendant's said railroad, is thirty-two miles, and the rate for shipment is \$3 per thousand feet, and from Glenwood or Laurel, a distance of twenty miles, the charge is \$2 50 per thousand feet.

That said railroad company hauls five thousand (5,000) feet of said lumber to each car.

That the lumber shipped by said plaintiffs from Boulder Creek during the season of 1890 was about twenty million feet, and from Glenwood and Laurel about two million feet, and it is proposed, if the rate be fixed at a figure that said shippers can compete with lumber shipped from Mendocino and Humboldt Counties, to manufacture and ship as much or more for the present season of 1891 over said defendant's said railroad.

That the city of San José is in part supplied by lumber shipped from Mendocino and Humboldt Counties, which is brought by water to Alviso, and delivered in San José, Santa Clara, and the vicinity, at a less rate than said plaintiffs can supply the market from their said mills in Santa Cruz County at the present freight charges of defendant, and that unless a less rate is made by this honorable Board, the said plaintiffs will have to discontinue their manufacturing and shipment of lumber from their said mills, and their said mills and their timber land will be greatly depreciated in value, and rendered almost worthless.

That the rates charged to said plaintiffs for shipping lumber over defendant's said road are greatly in excess of the charges, for the same distance, over any other railroad leading into San José, from any point where lumber is manufactured or obtained. The rate from Aptos, in Santa Cruz County, to San José, Santa Clara County, over the Southern Pacific Railroad, sixty-two miles, is \$3 50 per thousand feet. That the rate from Red Bluff, in Tehama County, to San José, in Santa Clara County, two hundred and sixty-five miles, is \$3 60 per thousand feet.

That the rate from Tacoma, in the State of Washington, to San José, in Santa Clara County, nine hundred and fifty-seven miles, is \$8 per thousand feet.

That the rate from San Francisco to San José, fifty miles, is \$1 50 per thousand feet.

That the rate from Truckee to San José, two hundred and sixty-two miles, is \$5 per thousand feet.

That in order to compete with lumber shipped from Mendocino and Humboldt Counties, it is necessary to reduce said freight charges at least \$1 50 per thousand feet.

Wherefore plaintiffs pray:

First—That this honorable Board fix a time for the hearing of this, plaintiffs' complaint.

Second—That defendant be notified of the same.

Third—That plaintiffs be allowed an opportunity to call witnesses in support of their complaint.

Fourth—That upon a hearing thereof, this honorable Board fix a rate for lumber over defendant's said road, at such a figure as shall be just; not more than \$1 50 per thousand feet less than the present rate charged by said defendant. That plaintiffs be granted such other and further relief in the premises as may, from the evidence, seem just.

C. D. WRIGHT,
Attorney for Plaintiffs.

STATE OF CALIFORNIA, }
County of Santa Clara. } ss.

E. P. Reed, being duly sworn, upon his oath, says that he is an officer of the corporation, the Independent Mill and Lumber Company, one of the plaintiffs named in the complaint herein, to wit: President and Superintendent; that he has heard said complaint read and knows the contents thereof; that same is true of his own knowledge, except the matters therein stated upon his information or belief, and that as to those matters he believes the same to be true.

E. P. REED.

Subscribed and sworn to before me, this sixth day of May, 1891.

[SEAL]

W. L. JACKSON,
Notary Public.

Filed in office of Railroad Commissioners, May 11, 1891.

JAS. V. KELLY,
Secretary.

SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

SANTA CLARA VALLEY MILL AND LUMBER COMPANY ET AL., *Plaintiffs,* }
 vs. }
 THE SOUTHERN PACIFIC COMPANY, *Defendant.*

The People of the State of California send greeting to the Southern Pacific Company, a corporation under and by virtue of the laws of the State of California, Defendant:

You are hereby required to appear before the Board of Railroad Commissioners of the State of California, at the office of said Board, No. 31, "Chronicle" Building, in the City and County of San Francisco, State of California, within fifteen (15) days (exclusive of the day of service) after service on you of this summons, together with a copy of the complaint, and to answer said complaint, in writing, under oath, within fifteen (15) days after the service thereof. The said complaint, made by said plaintiffs, being for excessive rates of freight on lumber shipped by plaintiffs over a branch of the Southern Pacific Company, known as the Santa Cruz Division, as will more fully appear by the copy of complaint attached hereto, and which said complaint is made a part hereof for further particulars in regard to all matters herein named. And you are hereby notified that if you fail to appear and answer within the time designated, the Board of Railroad Commissioners will take up and hear and determine said complaint, and render a decision thereon.

Given under my hand and seal of the Railroad Commissioners of the State of California, this eleventh day of May, A. D. 1891.

[SEAL]

JAS. V. KELLY,
 Secretary Board Railroad Commissioners.

STATE OF CALIFORNIA, }
 City and County of San Francisco. } ss.

I, Chas. H. Eldred, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on A. N. Towne, by delivering to him personally, in San Francisco City and County, State of California, a printed copy of said summons, attached to a printed copy of the complaint of Santa Clara Valley Mill and Lumber Company et al. vs. The Southern Pacific Company (a corporation), as attached hereto.

Dated at San Francisco this eleventh day of May, 1891.

CHAS. H. ELDRED,
 Bailiff of the Board of Railroad Commissioners, State of California.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

SANTA CLARA VALLEY MILL AND LUMBER COMPANY ET AL., *Plaintiffs,* }
 vs. }
 THE SOUTHERN PACIFIC COMPANY, *Defendant.*

The above named defendant, without in any manner waiving, but in all things expressly insisting upon the objections herein expressly made—that the complaint of plaintiffs above named does not state facts sufficient to authorize this proceeding, and does not conform to the requirements of Section 9, Chapter LIX, Statutes of 1880—for answer in its behalf to the said complaint admits, denies, and avers as follows, to wit:

This defendant admits that it is a corporation, duly and legally organized and existing, and has been and is operating the railroad described in the complaint; but denies that the longest distance that any of said plaintiffs ship over said railroad is less than thirty-two miles, but, to the contrary, avers that said distance is greater than thirty-two miles.

Defendant denies that if the rate be fixed at a figure that said shippers can compete with lumber shipped from Mendocino and Humboldt Counties, that there would be shipped as much or more lumber over said railroad for the present season of 1891 than during the season of 1890; but to the contrary, this defendant avers that the rates heretofore and now existing are such that said shippers can and do successfully compete with the lumber from Mendocino and Humboldt Counties, and from all other points and places.

Defendant denies that lumber is shipped from Mendocino and Humboldt Counties and delivered in San José, Santa Clara, and vicinity at a less rate than plaintiffs can supply the market from their mills in Santa Cruz County at present freight charges of defendant, or that unless a less rate is made by this honorable Board, plaintiffs will have to discontinue their manufacturing or shipment of lumber from their said mills, or that their said mills or that their timber lands will be greatly depreciated in value or rendered almost or at all worthless.

Defendant denies that the rates charged to plaintiffs for shipping lumber over defendant's said road are greatly or at all in excess of the charges for the same distance over any other railroad leading into San José from any point where lumber is manufactured or obtained.

Defendant denies that in order to compete with lumber shipped from Mendocino or Humboldt Counties it is necessary to reduce said charges at least \$1 50 per thousand, or in any sum or at all.

Defendant avers that the said railroad operated by it, for the most part runs through a rugged, mountainous district, with many tunnels and bridges, and over steep and difficult grades and curves, and is especially subjected to burdensome slides and washouts during the rainy season, and was and is exceedingly costly in construction, and was and is excessively expensive in maintenance and operation.

Defendant further avers that the transportation of lumber and forest products constitutes the greater portion of the freight traffic of the said railroad, all of which is transported in the same direction, and it was and is necessary for this defendant in transporting the said lumber for plaintiffs to return the cars used in transportation empty, and without freight.

Defendant avers that a fair and just compensation ought not to be and cannot be made upon a basis of equality between the rates for the transportation of lumber over this railroad so situated with the rates for transportation over a railroad not so situated.

Defendant avers that all of its rates for the transportation of lumber for plaintiffs over its said railroad are reasonable and just to the said plaintiffs, and are not disproportionate to the services rendered by this defendant in the transportation, and that any reduction in said rates would deprive defendant of a fair and reasonable return for its services in the transportation.

The defendant denies all and each of the averments of the complaint not hereinbefore admitted, explained, or denied.

Wherefore, this defendant, having fully answered, prays judgment that plaintiff take nothing by this proceeding and that the complaint herein be dismissed.

JAS. C. MARTIN,
Attorney for Defendant.

STATE OF CALIFORNIA,)
City and County of San Francisco.) ss.

C. F. Smurr, being duly sworn, deposes and says that he is an officer, to wit: the General Freight Agent, of the defendant (a corporation), and makes this verification for and in behalf of said defendant; that he has read the foregoing answer and knows the contents thereof, and that the same is true of his own knowledge except as to the matters therein stated on his information or belief, and as to those matters that he believes it to be true.

C. F. SMURR.

Subscribed and sworn to before me, this twenty-fifth day of May, A. D. 1891.

[SEAL]

E. B. RYAN,
Notary Public.

Filed in office of Railroad Commissioners, May 25, 1891.

JAS. V. KELLY,
Secretary.

RATES ON LUMBER.

The following is a list of roads, showing rates on lumber charged for a like distance on other lines:

LUMBER—SANTA CRUZ MOUNTAINS TO SAN JOSÉ.

To SAN JOSÉ FROM—	As Set Forth in Lumber Dealers' Complaint.		Actual Distance—Miles.
	Distance—Miles.	Rate per 1,000 Feet.	
Boulder Creek	32	\$3 00	35

RATES FOR LIKE DISTANCES ON OTHER LINES.

LINE.	Distance— Miles.	Rate per Car of 20,000 Pounds.	Rate per 1,000 Feet, Based on 6,000 Feet per Car.
A. & P. R. R., in New Mexico.....	32	\$20 00	\$3 33 $\frac{1}{3}$
A. T. & S. F., in Arizona.....	32	18 00	3 00
U. P. Ry., in Utah.....	32	24 00	4 00
N. P. R. R., in Washington.....	32	18 00	3 00
H. & T. C. Ry., in Texas.....	32	18 50	3 08 $\frac{1}{2}$
N. P. C. R. R., in California.....	35	-----	3 50
S. F. & N. P. R. R., in California.....	31	-----	3 00
Texas and Pacific, in Texas.....	32	22 50	3 75

RATES FOR LIKE DISTANCES ON SOUTHERN PACIFIC COMPANY'S LINES.

	Distance— Miles.	Rate per Car of 20,000 Pounds.	Rate per 1,000 Feet, Based on 6,000 Feet per Car.
Sanger Junction south.....	32	\$19 00	\$3 16 $\frac{2}{3}$
Stockton south.....	32	21 00	3 50
Red Bluff north.....	32	19 00	3 16 $\frac{2}{3}$
Red Bluff to Nord.....	32	18 00	3 00
Anderson to Tehama.....	36	19 00	3 16 $\frac{2}{3}$
Sacramento to Sheridan.....	36	18 00	3 00
Stockton to Cicero.....	31	23 00	3 83 $\frac{1}{3}$
San Pedro to Tropico.....	31	25 00	4 16 $\frac{2}{3}$
San Pedro to Burbank.....	36	28 00	4 66 $\frac{2}{3}$

EARNINGS AND OPERATING EXPENSES OF BOULDER CREEK BRANCH.

Following is a statement of the earnings and operating expenses of the Boulder Creek branch of the South Pacific Coast Railway:

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM),
OFFICE GENERAL FREIGHT AGENT, SAN FRANCISCO, September 18, 1891. }

Judge J. C. MARTIN, 921 Broadway, Oakland, Cal.:

DEAR SIR: Agreeable to promise I present the following data pertaining to earnings and operating expenses, Boulder Creek branch of South Pacific Coast Railway, from which you will see that branch of itself is operated at a loss for the year 1890, aggregating \$14,481 58:

Maintenance of way and structures.....	\$159,975 18
Maintenance of equipment.....	93,645 24
Conducting transportation.....	484,206 96
General expenses.....	73,141 86
Total for system.....	\$810,969 24
Boulder Creek proportion.....	\$57,254 43
Earnings 1890, Boulder Creek Branch—	
On freight.....	\$37,106 74
On passengers.....	5,666 11
	42,772 85
Expenses over earnings.....	\$14,481 58

Yours truly,

C. F. SMURR.

ACTION OF BOARD.

On August 31, 1891, before the Board of Railroad Commissioners, the case of the Santa Clara Valley Mill and Lumber Company vs. The Southern Pacific Company, was called, plaintiffs and defendant answer-

ing ready. C. D. Wright, Esq., of San José, appeared for plaintiffs, and J. C. Martin, Esq., of Oakland, appeared for defendant.

The Commission heard the argument of the respective counsel, and, upon motion of Commissioner Beckman, the matter was taken under advisement.

FRANK PATTISON vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Hon. JAMES W. REA, State Railroad Commissioner:

DEAR SIR: On Sunday, May 10, 1891, I, in company with L. Wheelock, boarded the Southern Pacific train in Los Angeles for Santa Monica, a distance of eighteen miles. We did not reach the depot in time to get our tickets. On the down trip the conductor charged us 50 cents each, in cash; on the return trip we were taxed 60 cents each, making in all \$1 10 for both ways. We did not ask for a receipt on going down, but on the return trip we did, which you will please find inclosed (\$1 20 for two fares). The regular round-trip ticket on Sunday is 50 cents, and we were compelled to pay \$1 10 in cash. I think this is an exorbitant rate—an advance of 100 per cent. I don't understand how the company can charge 60 cents for one way when the round-trip ticket is only 50 cents. Please answer and give your opinion, and oblige.

Yours truly,

FRANK PATTISON,
803 East First Street.

Filed in office of Railroad Commissioners, May 18, 1891.

JAS. V. KELLY,
Secretary.

ANSWER.

SAN FRANCISCO, May 28, 1891.

JAMES V. KELLY, *Secretary State Board of Railroad Commissioners, Chronicle Building, City:*

DEAR SIR: Referring to the letter addressed to Hon. James W. Rea by Mr. Frank K. Pattison from Los Angeles on May eleventh, returned herewith, in which he claims that on Sunday, May tenth, he traveled from Los Angeles to Santa Monica, and failing to reach the first named station on time paid the conductor two fares at rate of 50 cents each, and that on the return he paid 60 cents each, making for the round trip \$1 10 per capita, a receipt given him by the conductor for the fares from Santa Monica to Los Angeles being attached to the communication. In connection therewith he calls attention to the fact that the regular round-trip rate on Sundays is 50 cents.

In answer we desire to say that the only error was the failure of the conductor from Los Angeles to Santa Monica to collect 60 cents instead of 50 cents. The fact is that Mr. Pattison should have paid \$1 20 each instead of \$1 10.

The Southern Pacific Company maintains for the accommodation of the traveling public stations, with necessary agents and ticket sellers, at Santa Monica and at Los Angeles. The single-trip rate from Los Angeles to Santa Monica is 50 cents; the Sunday round-trip rate is 50 cents, and the regular round-trip rate 75 cents. Tickets could have been purchased at the station at these rates had the gentlemen given themselves time to do so. Evidently the conductor took cognizance of the fact that they did not have time to purchase tickets, and, contrary to standing rules, collected ticket rates instead of train rates. The conductor from Santa Monica simply did his duty in collecting train rates.

The right to collect train rates from passengers who neglect to purchase tickets before entering the train is given in the order of the Board of Railroad Commissioners of the State of California, dated the twenty-sixth day of June, 1883, and reads as follows:

"If any passenger shall neglect to procure a ticket from a ticket office of the railroad company at the station where he shall take passage, having an opportunity to do so, it shall be lawful for the company to demand and collect from him, in addition to the fare as fixed by the regular tariff of such company, the sum of 10 cents in all cases where such fare is less than \$1, and at a rate of 10 per cent on all fares in excess of \$1."

That the gentlemen did not make the round trip for 50 cents is their own fault, inasmuch as they did not avail themselves of the opportunities afforded them by the company so to do.

Very respectfully,

Filed in office of Railroad Commissioners, June 1, 1891.

T. H. GOODMAN.

JAS. V. KELLY,
Secretary.

REPLY BY PLAINTIFF TO ANSWER OF SOUTHERN PACIFIC COMPANY.

Before the Board of Railroad Commissioners of the State of California.

GENTLEMEN: Your communication of June third, with a copy of the reply of General Passenger Agent T. H. Goodman, of the Southern Pacific Company, received.

Mr. Goodman's reply is not at all satisfactory, for it evades the real point in issue. My complaint alleged that the sum of \$1 10 for a round-trip passage from Los Angeles to Santa Monica was an exorbitant rate, and not justified under the laws of this State.

He goes on and states that it is our own fault that we did not obtain the regular round trip for 50 cents, because we did not avail ourselves of the opportunity to purchase a ticket at the station.

Mr. Goodman, in his reply, admits that the regular Sunday rate for the round trip from Los Angeles to Santa Monica is 50 cents; for the regular round trip is 75 cents; and for the single trip, 50 cents.

He also cites the following authority: "If any passenger shall neglect to procure a ticket from the ticket office of the railroad company at the station where he shall take passage, having an opportunity to do so, it shall be lawful for the company to demand and collect from him, in addition to the fare as fixed by the regular tariff of such company, the sum of 10 cents in all cases where such fare is less than \$1, and at a rate of 10 per cent on all fares in excess of \$1."

Mr. Goodman further states: "That the gentlemen did not make the round trip for 50 cents is their own fault, inasmuch as they did not avail themselves of the opportunity offered them by the company so to do."

The fact that we did not get our round-trip tickets for 50 cents is not the question.

The point raised in my complaint is whether or not the Southern Pacific Railroad Company has the legal right to charge \$1 10 for the round-trip passage from Los Angeles to Santa Monica when a passenger neglects to purchase a ticket.

The authority cited by Mr. Goodman directly supports the charges laid down in my complaint, viz.: that the sum of \$1 10 is an exorbitant and illegal rate.

The law plainly states "That when a passenger neglects to purchase a ticket at the office of a railroad company, it shall be lawful for them to collect from him, in addition to the fare as fixed by the regular tariff of such company, the sum of 10 cents in all cases where such fare is less than \$1."

The fare from Los Angeles to Santa Monica is less than \$1, viz.: 50 cents for round trip on Sundays, 75 cents for regular round trip, and 50 cents for single trip. Under the law I maintain that the company had no right to collect more than 10 cents additional, which would make the fare in our case for the round trip 60 cents; and at no time more than 85 cents.

On the down trip we informed the conductor that we did not arrive in time to purchase a ticket, and that we wanted to make the round trip. The fact that we informed the conductor that we desired to make the round trip did not justify him to tax us \$1 10 for the same; but should not have been more than 60 cents under the laws of this State. The time we went to Santa Monica was on Sunday, May 10, 1891, and the regular round-trip rate was 50 cents.

From the facts presented in this case, and by virtue of the law laid down by the Board of Railroad Commissioners of this State, on the twenty-sixth day of June, 1883, I maintain that the Southern Pacific Railroad Company has grossly violated that law when they compelled this complainant to pay the sum of \$1 10 for the round-trip passage from Los Angeles to Santa Monica.

Hoping that the Board of Railroad Commissioners will give this matter a thorough investigation, I remain,

Very respectfully,

FRANK PATTISON.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, June 1, 1891. }

The complaint of Frank Pattison was dismissed after a full investigation, as the railroad company acted within the law.

PHILIP BURROWS vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

SAN MIGUEL, SAN LUIS OBISPO COUNTY, CAL.

PHILIP BURROWS, *Plaintiff*,

vs.

SOUTHERN PACIFIC COMPANY, *Defendant*.JAMES W. REA, *Railroad Commissioner*:

DEAR SIR: Our crops in this section of the country, from present prospects, are going to be very short. The last three years we have had but one half crop; the farmers are in debt, and merchants have about exhausted their means helping them along. You, I think, understand that wheat has ruled low for the last three years, and, coupled with poor crops this year, the farmers are in a very unpleasant situation and want all possible aid that you may be able to extend to them. I am not posted on what power you are invested with to assist us in the matter. Three years ago we had to sacrifice one quarter of our grain to have the balance hauled to San Francisco, we to load and unload. Merchants, to protect themselves, got a reduction of \$1 per ton. It then took one fifth, or 20 cents per hundred. They tell me they haul grain from Marysville for \$2 per ton. If you look at quotations in Chicago and New York, you will find it costs about \$3 per ton to transport grain one thousand miles. Our king, Stanford, charges us \$4 per two hundred miles, and expects us to make him President, and I paid \$9 50 on the New York Central Railroad from Albany to Rochester, about two hundred miles; trains slow, twenty-three hours making trip; conductor sleepy. In 1846 the Legislature passed a law to charge 2 cents per mile, and freight in proportion. You would not know it was the same road, and in order to do their business had to build a double track, and I think the owners, Vanderbilt, have never had any hard feelings against the power that compelled them to make money. Should Stanford & Co. act on that principle, when they would travel over their road four or five years from now they would not know the country; they would think they were riding over the New York Central.

Farmers happy and contented, and instead of living in rough shanties as they do now, with their plows and all kinds of agricultural implements exposed to the weather, with reduced rates they would put in double the quantity of grain; they would want ten times the amount of lumber. Four years ago I had one thousand one hundred sacks of grain; two hundred and seventy-five went to railroad; last three years, one thousand five hundred sacks, three hundred to railroad.

The people settling here in the last six years are workers; all came here with some money, saved in other parts of the State. Last fall you could buy all the votes you might want at \$5 per head. If they have not found the happy homes they expected, they cannot blame country or climate; we compare favorably (with the exception of the Santa Clara Valley) with any other part of California, if we had not the heavy weight the railroad requires us to pack. Six years ago settlers had large quantities of government land for stock to range upon, now mostly in one hundred and sixty-acre tracts.

If you were here under our circumstances you would like to get hold of a man about your size to help you out of difficulty, and give you your share of sunshine. I think railroad companies as common carriers are not privileged to oppress others; their power is great, but there is a limit to all things. For want of time I cannot collect information to satisfy myself, and would like you to act as you may think proper at this meeting of your Board, and at your next meeting will have the case laid before you in proper shape, and so that you can understand our wants. I inclose bill of freight from San Francisco to this place. It all has to come out of the poor farmers. Any advice or other favors will be thankfully received.

Yours respectfully,

PHILIP BURROWS.

Subscribed and sworn to before me, this twenty-first day of May, A. D. 1891.

GAIUS WEBSTER,
Notary Public.

Filed in office of Railroad Commissioners, May 23, 1891.

JAS. V. KELLY,
Secretary.

ANSWER.

SAN FRANCISCO, May 19, 1891.

JAS. V. KELLY, Esq., *Secretary Board of Railroad Commissioners:*

DEAR SIR: We have carefully read complaint of P. Burrows, Sr., of San Miguel, addressed to Commissioner Rea, and return same herewith.

A complaint from this section of the State was entirely unexpected, and we think this an unreasonable one.

It is best answered by calling your attention to the fact that before this company's lines were extended into San Luis Obispo County, the town (?) of San Miguel consisted of one frame building, used as a stage station and stopping place for occasional travelers, and the ruins of the old mission church. By reason of its extremely isolated position, the country surrounding it was devoted almost entirely to the raising of stock, and the few settlers in that portion of the country were many miles apart. What little grain was raised in the vicinity had to be hauled, by teams, a distance of about fifty miles, over the formidable Coast Range, and delivered at San Luis Obispo, the nearest shipping point. The cost of this wagon transportation to San Luis Obispo, and thence by rail and steamer to San Francisco, was not less than \$12 per ton.

In the fall of 1886, less than five years ago, our station at San Miguel was opened for business. During that and the succeeding season we charged \$6 per ton on grain to San Francisco. In the fall of 1888 we voluntarily reduced our rate to \$5 per ton, and again, in the fall of 1890, cut it down to \$4 per ton. These reductions were entirely voluntary upon the part of the company, and made solely with a view of assisting in the advancement of the country.

We contend that our policy towards the people of this section of the State has been an extremely liberal one, and as a result of this policy San Miguel is to-day a thriving little town of at least one hundred good buildings, and with a population of about five hundred, while the country around and tributary to it is largely under cultivation, and more virgin soil is being broken to the plow each year.

We ask you, in all good faith, if you can see in this great transformation in the short space of four years and a half any evidence of what Mr. Burrows, in his rambling way, calls "oppression?"

He refers to the low price of wheat which has ruled for the past three years. To-day a good quality of wheat, such as San Miguel produces, is worth in the San Francisco market about \$1.85 per hundred pounds. Our charge for transportation is 23 cents per hundred pounds, a trifle less than 11 per cent of the value of the wheat at tide water. This hardly accords with Mr. Burrows' assertion that it takes one fifth of the wheat raised to pay transportation charges.

Again, he understands the rate on grain from Marysville to San Francisco to be \$2 per ton. In fact it is \$2.90, and the distance being only one hundred and forty-two miles, makes the rate 2.04 cents per ton per mile, while the charge from San Miguel is at the lower rate of 1.93 cents per ton per mile. A fairer comparison would be with the great grain-growing valleys of the Sacramento and San Joaquin, equidistant from tide water. They would run thus:

From San Miguel to San Francisco, 207 miles	\$4 00 per ton.
From Fresno, in the San Joaquin Valley, 207 miles	4 10 per ton.
From Copeland, in the Sacramento Valley, north of Marysville, 207 miles.	4 00 per ton.

This comparison certainly shows that San Miguel has received fair treatment at the hands of the company; and we feel that if Mr. Burrows had been more conversant with the facts, his complaint would never have been made.

Yours truly,

C. F. SMURR.

COMPLAINT AGAINST PULLMAN PALACE CAR COMPANY.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, June 22, 1891. }

A complaint was filed with the Secretary of the Board on the above date, complaining of rates and sleeping car accommodations furnished by the Pullman Palace Car Company. A copy of said complaint was served on J. P. Meehan, Superintendent Pacific Division of the Pullman Palace Car Company. After a careful investigation by Mr. Meehan, he reported that he had referred the whole matter to the head office in Chicago, Ill.

W. C. WILSON vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

W. C. WILSON, *Plaintiff*,
 vs.
 SOUTHERN PACIFIC COMPANY, *Defendant*. }

Would you kindly give me a little information in the matter of rates from San Francisco to this place. I think I am being imposed upon. The rate from San Francisco to Mojave is \$1 30 per hundred, and proportionally higher according to the article. For instance, coal oil is double, \$2 60; tobacco and cigars, one and one half times, \$1 95; any kind of goods in bales, \$1 95; and a number of articles, that I cannot recall now, nothing less than the \$1 30 rate, though to Kramer, thirty-eight miles beyond here, on the A. & P. R. R., the rate is as follows: first class, \$1 04; second class, 94 cents; third class, 89 cents; fourth class, 84 cents.

I sent this as a violation of the law. Everything has to pass via Mojave going to Kramer. By an inspection of the A. & P. tariff you will see that I have been paying \$1 30 per hundred for articles which can be shipped to Kramer, thirty-eight miles beyond here, for 84 cents, in the same direction and on the S. P. R. R., Kramer being on the A. & P. This does not look exactly right. I shipped some Bartlett Springs water a few weeks ago via Redondo; then on the S. P. to Mojave. The freight to Los Angeles was \$1 67, and from Los Angeles to Mojave, \$4 24. These two rates added together make it just a fraction over \$1 per hundred. If you don't call this discrimination, what is? Is there any relief for us people out on the desert?

Very respectfully,

W. C. WILSON.

Filed in office of Railroad Commissioners, May 18, 1891.

JAS. V. KELLY,
 Secretary.

ANSWER.

SAN FRANCISCO, July 16, 1891.

Mr. J. V. KELLY, Secretary California Railroad Commission, City:

DEAR SIR: Returning you herewith letter of Mr. W. C. Wilson, filed with you May eighteenth, concerning our tariff between San Francisco and Mojave as compared with tariff from San Francisco to Kramer.

I would say when our tariff from San Francisco to Kramer and Daggett was issued certain elements of competition were extant that compelled us to make figures as per our issue.

Since our attention has been called to the discrepancy, the question is presented whether we shall hold former figures or withdraw from the business, and a conclusion has been reached to waive our consideration of the competitive elements existing, issue tariff in conformity with our present to Mojave, and withdraw from the business we have originally enjoyed.

Yours truly,

C. F. SMURR.

Filed in office of Railroad Commissioners, July 9, 1891.

JAS. V. KELLY,
 Secretary.

GUSTAVE BROWN ET AL. vs. SOUTHERN PACIFIC COMPANY.

A petition was received by the Secretary of the Commission from the citizens of San Benito County, represented by Gustave Brown. The petition set forth that the warehouse facilities at Hollister were insufficient, and that the Southern Pacific Company was discriminating against the plaintiffs herein, and against the so called Jones warehouse, in not allowing a switch to be constructed to said warehouse.

The Commission decided to visit Hollister and investigate said charges, and the Secretary was instructed to notify all parties interested to be present on July 18, 1891, at which time the same would be heard.

HOLLISTER, SAN BENITO COUNTY, July 18, 1891.

The Board met at the County Court House.

Commissioner Rea stated the object of the Commissioners' meeting, and invited Mr. Gustave Brown, who represented the farmers of San Benito County, to present his case. Mr. Brown appeared and addressed the Board, setting forth the reasons why the Jones warehouse should have a switch, and urged that the Commission recommend the same.

Mr. Lathrop, owner of the Lathrop warehouse at Hollister, appeared and opposed the granting of the switch.

Many witnesses were called for and against the granting of the switch, and the Board took the matter under advisement.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, July 20, 1891. }

The case of Gustave Brown vs. Southern Pacific Company was called, and upon motion of Commissioner Litchfield, the Southern Pacific Company was requested to construct a switch to the Jones warehouse, at Hollister, as prayed for in the petition.

FARMERS ALLIANCE OF PASO ROBLES vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

THE FARMERS ALLIANCE BUSINESS ASSOCIATION OF EL PASO DE ROBLES, *Plaintiff*, }
vs. }
THE SOUTHERN PACIFIC COMPANY, *Defendant*.

The Farmers Alliance Business Association of El Paso de Robles hereby petition your honorable Board for relief in the matter of railroad facilities in connection with their grain warehouse located in this city; and the following is a statement of the disadvantages under which we are suffering:

This association owns a block of land, upon which is erected their warehouse, and a side track of the Southern Pacific Railroad passes along the front of said block. There is a strip of land sixteen feet wide running the full length of said block between the side track and the block. (Reference being hereby made to map herewith.) This strip or piece of land is the property of the Southern Pacific Railroad Company, and they claim to have given the Southern Pacific Milling Company a lease of said piece of land, thereby barring the Farmers Alliance Business Association from the use of said strip in passing from the warehouse of said association to said track referred to.

Furthermore, the Southern Pacific Company will not allow said association to use said side track at all.

The railroad company give as a reason, that they have entered into an agreement with the Southern Pacific Milling Company not to give a side track (or to allow to be used any existing side track) to any other company or parties for warehouse or lumber business. This practically shuts off the said association from doing any warehouse business, and also any other parties from conducting a similar business.

We therefore pray that your honorable body will give this matter your immediate and careful attention, as the grain business is now upon us, and we are suffering for opportunity to ship grain from the warehouse.

Apart from this matter of refusal to accept grain on side track, we desire to call your attention to the freight rates now charged by the said railroad company, which we believe

to be excessive, most noticeable being \$1 per hundred and upwards upon commodities of necessity.

(Signed:) ANDREW NELSON,
W. H. TIRBY,
FRANK D. THOMPSON,
JAMES B. ANTHONY,
O. O'NEILL,
Directors of the Farmers Alliance Business Association.

Filed in office of Railroad Commissioners, July 27, 1891.

JAS. V. KELLY,
Secretary.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, August 3, 1891. }

In the matter of the complaint of the Farmers Alliance Business Association of Paso Robles vs. The Southern Pacific Company, upon motion of Commissioner Beckman it was decided to hold a meeting at Paso Robles on Thursday, August twenty-seventh, to hear complaints and suggestions of the Farmers Alliance Business Association and other interested parties.

PASO ROBLES, August 27, 1891.

The Board of Railroad Commissioners met at 10 o'clock A. M. Present: Commissioners Beckman, Litchfield, and Rea.

Commissioner Rea stated the object of the meeting of the Commission, and read the petition of the Farmers Alliance Business Association (a corporation) of Paso Robles, asking for a switch and side track to their warehouse. Mr. Shackelford appeared for respondent.

A large number of witnesses were sworn in behalf of the petitioners, as also for the respondent.

After a full and thorough hearing of the case, the following resolution was offered by Commissioner Beckman:

Resolved, The the Commission adjourn, to meet at San Francisco Monday, August 31, 1891, at 11 o'clock A. M., and proceed to take such steps as will best enable the Farmers Alliance Business Association of Paso Robles to secure a switch and side track of their own, as prayed for in their petition.

Upon this motion the Chair directed the Secretary to call the roll.

Commissioner Litchfield stated, in relation thereto, that on his return to San Francisco he would ascertain if Mr. Bassett, who signed the lease to Mr. Shackelford, was a stockholder in the milling company, and if he was he would then favor the motion offered by Commissioner Beckman, and do all he could to assist in breaking the lease.

The roll was called, and the Commissioners all voted aye.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, September 28, 1891. }

The Secretary read the following decision, filed on the twenty-eighth day of September, 1891, in the case of the Farmers Alliance Business Association vs. The Southern Pacific Company, signed by Commissioners Rea and Beckman:

DECISION OF THE RAILROAD COMMISSION.

IN THE MATTER OF THE PETITION OF THE FARMERS ALLIANCE BUSINESS ASSOCIATION OF PASO ROBLES FOR A SWITCH AND FOR OTHER RELIEF.

On the twenty-seventh day of July, 1891, a complaint was filed with the Clerk of the California State Board of Railroad Commissioners by the Farmers Alliance Business Association of Paso Robles, alleging, in substance, that the said association owned and were operating a warehouse at Paso Robles, near the depot and track of the Southern Pacific Company. That while the warehouse of the Southern Pacific Milling Company, also lying near the track and depot of the Southern Pacific Company, has been given a side track, the railroad company refuses the same facilities for transportation to the complainant. Upon the filing of this complaint, the Board of Railroad Commissioners set the hearing thereof for August 28, 1891, at Paso Robles, and notified the Southern Pacific Company of such hearing. On August 28, 1891, the Board of Railroad Commissioners met at Paso Robles, heard testimony for and against the complaint, and made such other investigations as the case required. From the testimony adduced at the hearing, and from the investigations of the Board, it finds the following to be the facts:

The town of Paso Robles lies in the midst of an agricultural section of considerable extent and great fertility, and is the center of a large business for the storage, milling, and shipment of cereals. For several years there has been a warehouse at Paso Robles conducted by the Southern Pacific Milling Company, which, until recently, has done the storage business of the section. For the convenience of this warehouse, the Southern Pacific Milling Company was granted a side track by the railroad company, on the condition that it should pay the expense of putting in the same. This expense the milling company did pay, and for some years has maintained said side track. The condition that the applicant for side tracks should pay the expense of construction, is a general rule of the railroad company, applicable to all who are granted the privilege of side tracks.

During the present year the Farmers Alliance Business Association at Paso Robles has been organized, and has built the warehouse mentioned in its complaint, and is engaged in doing a storage business in competition with that of the milling company. This association has applied to the Southern Pacific Company for a side track, similar to that of its competitors, connecting its warehouse with the main track, and has offered to pay the expenses of the construction of the same, under the aforesaid general rule of the company. Its request has been refused by the railroad company, and it has applied to the Railroad Commission for relief.

Considerable testimony was produced, at the hearing of this matter, on the part of the complainants, in an endeavor to show that the Southern Pacific Milling Company, in the conduct of its warehouse, has dealt unfairly with its customers in the matter of storage charges, and also that there have occurred discrepancies in the weight of grain committed to the care of the company, not consistent with honest dealing. Upon this point the Board finds that there is not sufficient evidence to sustain the charge of unfair dealing between the Southern Pacific Milling Company and the producers of this section.

The assertion of excessive storage rates has no foundation in fact, and the discrepancies in weight are no more than are likely to occur in the handling of such property. On the contrary, the evidence shows that the warehouse and mill of the Southern Pacific Milling Company have been conducted by Mr. R. N. Shackelford, the manager of the company, in an honest and very creditable manner, and that the said warehouse and mill, since the establishment of the same in that section, have been of great benefit to the producers of cereals, and have done a great deal to build up the industries of the section to their present proportions; and that by reason of the said mill and warehouse at Paso Robles the producers have been enabled to obtain better prices for their produce than they could otherwise have done.

The position of the petitioners that they are entitled to have granted from the railroad transportation facilities equal to those enjoyed by the Southern Pacific Milling Company, the Board finds to be fully sustained by the facts brought out in evidence.

The Farmers Alliance Business Association of Paso Robles is a substantial organization, having a warehouse established at Paso Robles, near the track of the Southern Pacific Company, and at a point past which a proper side track may be made to run. It is doing a large warehouse and shipping traffic, and is entitled to all of the transportation facilities and privileges which its competitor enjoys. Upon compliance with the general rules of the railroad company affecting the putting in of the side tracks, the Board is satisfied that upon payment to the railroad company of the expense of constructing the side track which the Farmers Alliance Business Association of Paso Robles require, the Southern Pacific Company should proceed to have the same put in without delay.

The question has been presented to the minds of the Commissioners as to how far the powers of the Board extend in cases of this character, and whether the determination of the Board in the matter should take the form of an order to the railroad company to put in the side track asked for by the petitioners in compliance with its general rules, or the form of a mere recommendation that such action would be expedient in the premises.

The Constitution of the State of California contains several sections which treat of railroad corporations, and define, with somewhat of detail, the limitations of their powers. The same article of the Constitution which contains these limitations also creates the Board of Railroad Commissioners and defines its powers and duties. It was the evident intention of the framers of the Constitution to endow the Board of Railroad

Commissioners with powers ample enough to compel railroad corporations to keep within the limitations of the Constitution. By Section 21, Article XII, of the Constitution, it is provided that "No discrimination in charges or facilities for transportation shall be made by any railroad or other transportation company between places or persons, or in facilities for the transportation of the same classes of freight or passengers within this State." Section 22, Article XII, provides that the Board of Railroad Commissioners "shall have power to issue subpoenas and all necessary process; to hear and determine complaints against railroad and other transportation companies; to send for persons and papers; to administer oaths, take testimony, and punish for contempt of their orders and processes in the same manner and to the same extent as Courts of record, and to enforce their decisions and correct abuses through the medium of the Court."

The Constitutions of other States contain provisions regulating railroad corporations, and creating and defining the functions of Railroad Commissions, similar to those just quoted. The sections of the Constitution of California were evidently drafted with these in view. The Courts of such other States, in passing upon the powers and duties of Railroad Commissioners created by their Constitutions, have held uniformly that Railroad Commissions have the power to hear and determine controversies similar to the one before this Commission, and to embody in their decisions orders which may be enforced by writs of mandamus issued through the medium of the Court.

In view of these premises, we hereby recommend the Southern Pacific Company to give to the Farmers Alliance Business Association of Paso Robles a side track to their warehouse, upon their compliance with the rules of the company with reference to the expense of the construction.

JAS. W. REA,
President.

WM. BECKMAN,
Commissioner First District.

Filed in office of Railroad Commissioners, September 28, 1891.

JAS. V. KELLY,
Secretary.

DISSENTING OPINION OF COMMISSIONER LITCHFIELD.

IN THE MATTER OF THE FARMERS ALLIANCE ASSOCIATION OF PASO ROBLES, COMPLAINING OF A LACK OF FACILITIES FOR HANDLING GRAIN AT THEIR WAREHOUSE.

This complaint is informal, not being sworn to as the statutes of the State require. Nevertheless, it has been the custom of this Board since its present organization to investigate all complaints against the railroad company, whether filed in accordance with the statutes of the State or informal in their nature.

In cases where it was understood that the Board had no legal authority to order or direct action on the part of the railroad company, and it has heretofore been the unanimous opinion of this Board that we had no power to order the building of side tracks, we have individually, and as a body, requested and urged the railroad company to grant accommodations asked for whenever we deemed such requests to be just and reasonable.

In this case, after notifying the manager of the Farmers Alliance Association, we visited Paso Robles on the twenty-eighth day of August, examined the lay of the ground, warehouses, and side tracks, and listened to the evidence offered. It appears that about the time the Southern Pacific Railroad Company extended their road to Templeton, it soon became evident that warehouses for the storage of grain would be not only a great convenience but a necessity to both the farmer and railroad company. The officers of the railroad company, therefore, urged Mr. R. N. Shackelford to build warehouses at different points along the line of the road. Mr. Shackelford organized a company, now known as the Southern Pacific Milling Company, built a large flour mill and a number of warehouses at Paso Robles, and has since been running them to the benefit of the public and, I trust, to the profit of the company. This company, to facilitate the handling of grain and flour, had built at their own expense a long side track, running in front of their flour mill and warehouses. They also leased from the railroad company a strip of land sixteen feet deep running along said side track between two of their warehouses.

During the present year the Farmers Alliance Business Association purchased a lot of land immediately in front of the milling company's side track, with track running to the rear of one of the warehouses of the said milling company. Between this lot and the said side track lies the sixteen feet of land leased to the milling company.

The Farmers Alliance Business Association now ask the Board of Railroad Commissioners to direct the Southern Pacific Railroad Company to ignore both the lease of land to the milling company, and their exclusive right to the use of their own side track, and to cut said side track and build another side track over the leased land for the exclusive use of their company (the Farmers Alliance Business Association). The Farmers Alliance Business Association bought their lot and saw fit to build their warehouse after being notified that the side track in their front was built for and at the expense of the Southern Pacific Milling Company, and that the milling company held a lease to the land between said lot and side track. Mr. Nilson, the President and Manager of the company, admitted this fact in his evidence, but stated that he thought it was a bluff.

It was charged by the complainants that if the milling company held such a lease it was obtained for the sole purpose of preventing them getting access to the side track. There was no evidence to sustain this charge. On the contrary, I cannot see how the milling company could conveniently do their business without this strip of land; but even if the milling company did get this lease for the purpose of having the advantage of their business rivals, what business is it of the Railroad Commissioners to interfere between these two rival warehouse companies, when it was shown that the railroad company gave the lease to the milling company in good faith? We have as much right to assume that the Farmers Alliance Business Association purchased this particular lot between two of the milling company's warehouses for the purpose of harassing the milling company, as we have to assume that the milling company leased the land to prevent access to their side track, simply because it looks that way. If there had been any evidence that the railroad company was violating the Constitution of the State by discriminating for or against any citizen or body of citizens, I should deem it my duty as a member of this Commission to do all in my power to put an immediate stop to such violation of the law. But I have been unable to discover any discrimination whatever in this case on the part of the railroad company. The Farmers Alliance Business Association could have at the time obtained the same privileges that were granted to the milling company. Had the Farmers Alliance Business Association built their warehouse on the other side of the railroad, where a side track could have been easily built to them, without interfering with the rights of the milling company, I would have been pleased to have used my influence to induce the railroad company to build them a side track, on the same terms as the milling company obtained theirs.

The assertion was repeatedly made by some of the complainants that the railroad officer who signed this lease to the Southern Pacific Milling Company was a large stockholder in said Southern Pacific Milling Company. I have since examined the certificate of stock book of said Southern Pacific Milling Company, and find that there is not a word of truth in such a statement. The books show that said officer never has owned a share of said stock.

My opinion in this case is:

First—That this Board has no authority to order the railroad company to put in a switch or side track.

Second—That there is no evidence of any wrong committed by the railroad company.

Third—That there is in this case no refusal on the part of the railroad company to grant any proper accommodation asked for.

Fourth—That it is not the business of this Commission to take the post of arbitrator between rival or competing business firms, and advise the railroad company to break a lease, which I do not think they can do, and if they could and would, I should consider it acting in very bad faith on their part.

J. M. LITCHFIELD,
Commissioner.

PETITION FROM CITIZENS OF SAN LUIS OBISPO AND MONTEREY COUNTIES.

The following petition, in relation to passenger and freight rates charged by the Southern Pacific Company to residents of San Luis Obispo and Monterey Counties, was filed with the Secretary of the Board of Railroad Commissioners on July 27, 1891:

To the honorable Railroad Commissioners of the State of California:

Your petitioners, being residents of San Luis Obispo and Monterey Counties, in the State of California, would respectfully represent:

That the passenger and freight rates charged by the Southern Pacific Company on their line from San Francisco to Santa Margarita are unreasonable, excessive, and burdensome.

That \$4 40 per ton for hay, \$4 per ton for grain, 50 cents per hundred for ordinary merchandise, from \$1 to \$1 55 per hundred for wagon material and certain kinds of farm machinery, are collected as freight from San Miguel to San Francisco, and from San Francisco to San Miguel, and to and from other points along the line in the same excessive ratio.

That said rates, as to farm products, are so high that with average crops and ordinary prices it is impossible for the farmer to pay the current expenses of his business and procure the necessities of life for his family.

That all classes of persons living or carrying on business in this region are suffering from these extortionate rates.

We would further represent that passenger rates on said line are in excess of the maximum limit fixed by law in many other States.

Wherefore, your petitioners pray that said rates be modified. That a reduction of 25 per cent be made on passenger rates, and 30 per cent on freight rates on said line.

And your petitioners will ever pray.

(Signed:) MEACHAM, COOPER, & CO., and twenty-five others.

PETITION FROM CITIZENS OF SAN MATEO.

On August 25, 1891, a communication was filed with this Board from the citizens of San Mateo, San Mateo County, requesting the Board of Railroad Commissioners to intercede in their behalf with the Southern Pacific Company, in having the tracks raised at the crossing of Poplar Avenue, so that the roadbed could be pierced to permit vehicles to pass under the railroad.

Upon motion of Commissioner Beckman, the matter was referred to Commissioner Litchfield.

On October 19, 1891, Commissioner Litchfield submitted the following report:

I will state in regard to the San Mateo case, wherein Mr. Bowie and others requested a bridge to be built by the railroad company over Poplar Avenue, that that case has been settled.

The railroad company, upon recommendation of this Commission, will build a bridge, and Mr. Bowie desires to express his thanks to this Commission, and also requested me to express his thanks to Mr. Towne for the prompt manner in which they had listened to their request. They are very much pleased.

The report was adopted.

COMPLAINT OF J. W. GILMER, OF PLANO.

On August seventeenth a complaint was received from J. W. Gilmer, of Plano, Tulare County, California, complaining of overcharge on wheat shipments. Upon investigation by the Commission, it was ascertained that a clerical error had occurred, and that all differences were adjusted by the Southern Pacific Company.

RESIGNATION AS BAILIFF.

The following letter from C. H. Eldred, tendering his resignation as Bailiff of the Commission, was read:

SAN FRANCISCO, September 1, 1891.

Mr. President and gentlemen of the Railroad Commission:

I hereby tender my resignation as Bailiff of your Commission. I take this step with regret, but for reasons of doing better. Thanking you for past favors,
I remain, very respectfully,

CHAS. H. ELDRED.

CONSUMERS ICE COMPANY vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

R. G. SNEATH, PRESIDENT OF THE CONSUMERS ICE COMPANY, Plaintiff, }
vs.
SOUTHERN PACIFIC COMPANY, Defendant. }

To the honorable Board of Railroad Commissioners of the State of California:

GENTLEMEN: Your petitioners, the Consumers Ice Company of this city, are manufacturing a large quantity of distilled water ice, for which there would be an enormous demand throughout the warm valleys of this State were the rates of transportation not

prohibitory. We desire to call your attention to the fact that the schedule rates of the Southern Pacific Company are more than ten times as much as the combination rates, for like services, of all the roads leading from the Great Lakes in the East to interior points; and we herewith offer, as proof of that fact, the freight circular of the Central Traffic Association of March 19, 1891, from Chicago, and amendments thereto of later date.

We have compared the above rates for various distances with those of the Southern Pacific Company for one hundred and thirty points, and find the charges of the latter more than ten times as much as the former, and out of all reason for the service.

In round numbers, the eastern rate, and that of a trust or combination, you will notice is about one half cent per ton per mile, while the California rate is over 5 cents per ton per mile.

What the competition rates in the East are we are not advised, but believe them to be from one fourth to one half cent per ton per mile, which, if correct, would make our rate here from fifteen to twenty times as much as competition rates East.

In ice there has been a monopoly in this State for many years, as well as in its transportation, but now the price of ice in this city is nearly as low as in the average eastern cities, but the rates of transportation are so extremely high as to prevent the use of it in the interior where it is most needed.

We are of the opinion that a rate twice as high as the combination rate of the East would be quite sufficient to render a profit to the railroad company, but we could thrive and pay three times as much, or $1\frac{1}{2}$ cents per ton per mile; and we therefore ask your honorable body to fix the rate at not to exceed three times as much as the eastern rate on ice.

Yours respectfully,

R. G. SNEATH,
President Consumers Ice Company.

SAN FRANCISCO, September 2, 1891.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

R. G. Sneath, being first duly sworn, deposes and says that he is the President of the Consumers Ice Company, the plaintiff herein; that as such President he has heard the complaint read, and that the same is true of his own knowledge, except as to those matters which are therein stated on information or belief, and as to those matters he believes it to be true.

R. G. SNEATH,
President Consumers Ice Company.

Subscribed and sworn to before me, this second day of September, 1891.

[SEAL]

J. W. KEYS,
Notary Public.

SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

R. G. SNEATH, PRESIDENT CONSUMERS ICE COMPANY, *Plaintiff*, }
vs. }
SOUTHERN PACIFIC COMPANY, *Defendant*.

The People of the State of California send greeting to the Southern Pacific Company, defendant:

You are hereby required to appear and answer, in writing, under oath, within fifteen days from the day of service of this summons upon you, the complaint of the above named plaintiff, filed before and with the above Board. Said action is brought to obtain the judgment and decision of this Board requiring you to lower your present rates on ice from San Francisco to all points on the line of the Southern Pacific Company in California, and owned or controlled by said defendant, so that the rate shall not exceed three times the rate charged by eastern roads on ice.

Given under my hand and seal of the Railroad Commissioners of the State of California, this fourth day of September, A. D. 1891.

JAS. V. KELLY,
Secretary Board of Railroad Commissioners.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

I, Louis Montgomery, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on G. L. Lansing, Secretary and Controller of defendant company, by delivering to him personally in the City and County of San Francisco, State of California, a printed copy of said summons, attached to a copy of said complaint as attached hereto.

Dated at San Francisco this fifth day of September, 1891.

LOUIS MONTGOMERY,
Bailiff of the Board of Railroad Commissioners, State of California.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

R. G. SNEATH, PRESIDENT OF THE CONSUMERS ICE COMPANY, *Plaintiff*, }
 VS.
 SOUTHERN PACIFIC COMPANY, *Defendant*. }

The above named defendant, without in any manner waiving, but expressly insisting upon the objections herein specially made to the complaint of the plaintiff aboved named, herein filed, that the said complaint does not state facts sufficient to authorize this proceeding, and that it does not conform to the requirements of Section 9, Chapter LIX, of the Statutes of 1880, for answer in its behalf to the said complaint:

Denies that its rates of transportation are prohibitory of an enormous demand, or any demand, in the warm valleys of this State, or elsewhere, for the ice manufactured by the Consumers Ice Company, or that any such demand or any demand exists therefor, or would exist were it not for the rates of defendant for transportation.

Defendant denies that its schedule rates are ten times as much as the combination or other rates for like service of all or any of the roads leading from the Great Lakes in the East to interior points, or are at all in excess of such rates after making proper allowance for the additional cost of the service to this defendant over the cost of similar service to said roads; and denies that its rates, or any of its rates, are out of reason for the service, but to the contrary avers that its rates are reasonable and just, and afford no more than a proper compensation to defendant for the service rendered by it in the transportation.

Defendant, upon its information and belief, denies that there has been in this State for many years a monopoly in ice, and denies that there is or has been any monopoly in its transportation, and denies that the rates of transportation are so extremely or at all high as to prevent, or that its rates do prevent the use of it in the interior or where it is most needed, or elsewhere, and defendant denies generally all the averments and allegations of said complaint.

Wherefore, defendant prays that this proceeding be dismissed.

JAS. C. MARTIN,
 Attorney for Defendant.

STATE OF CALIFORNIA, }
 City and County of San Francisco. } ss.

C. F. Smurr, being duly sworn, deposes and says that he is an officer and agent, to wit: the General Freight Agent, of the defendant, the Southern Pacific Company, and makes this verification for and in behalf of said defendant; that he has read the foregoing answer, and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters therein stated on information or belief, and as to them that he believes it to be true.

C. F. SMURR,
 General Freight Agent Southern Pacific Company.

Subscribed and sworn to before me, this nineteenth day of September, A. D. 1891.

[SEAL]

E. B. RYAN,
 Notary Public.

Filed in office of Railroad Commissioners, this nineteenth day of September, A. D. 1891.

JAS. V. KELLY,
 Secretary.

PETITION OF CITIZENS OF EL DORADO COUNTY.

The following petition, from citizens of El Dorado County, for a switch on the railroad line near Latrobe, was filed with the Secretary of this Commission on October 15, 1891. A copy of the petition was served on the Southern Pacific Company on October 16, 1891:

To the honorable the Board of Railroad Commissioners of the State of California:

We, the undersigned, residents of the county of El Dorado, living near Latrobe, respectfully petition your honorable body for a switch on the line of the Southern Pacific Company, one and one fourth miles northeast of Latrobe, in said county, on the route to Shingle Springs. Petitioners will grant to the company the necessary ground for such switch. The switch will be a great convenience to residents of that neighborhood, enabling them more easily to transport their products. The nearest switch at present is Bryan switch, and that is so far that it is very difficult for petitioners to ship goods, or

to receive those sent to them. We ask, therefore, that you investigate this matter, and, after due investigation, that this petition be granted.

There is now a county road crossing the track of the Southern Pacific Company at the point where we ask for the switch to be placed, and the switch will greatly accommodate the people, for the road leads into Amador County, and gives a market to more people.

The above petition was signed by the Morse Gold Mining Company, by Vernon Wilson, its Superintendent, and by twenty-three citizens of El Dorado County living in the vicinity of the site of the proposed switch.

ANSWER.

SAN FRANCISCO, October 28, 1891.

Mr. JAMES V. KELLY, *Secretary to the honorable Board of Railroad Commissioners of the State of California:*

DEAR SIR: I have duly received a copy of the petition which you forwarded to me from residents of the county of El Dorado living near Latrobe, who petition your honorable body for a switch on the line of the Southern Pacific Company, one and one fourth miles northeast of Latrobe, in said county. The petition of these gentlemen has been carefully considered, and I find that the point at which the switch is wanted is about a mile east of Latrobe where the county road crosses the track, and which is known as Miller's Crossing. It is also about a mile west of the spur at Bryants. It seems to me that the two switches, one at Latrobe and the other at Bryants, are more convenient than the one petitioned for would be, and for the further reason that a large number of the petitioners would have to pass either one or the other to reach the proposed switch. The switch at Bryants is on the county road, as is also the one at Latrobe, and to put the one in which is proposed would bring them entirely too close to each other—much closer than the business of the community would warrant.

I understand that the first signer of this petition, Mr. Louis Caffaro, is the person who really wants the switch, and that the rest are in a friendly way endeavoring to help him out, they not having any particular interest in it. If Mr. Caffaro wishes a spur track put in for his private use at his own expense under the circumstances mentioned above, I respectfully ask your honorable body to advise these petitioners that you refuse to ask the Southern Pacific Company to put in this switch at its own expense.

Yours truly,

J. A. FILLMORE,
General Superintendent.

DECISION OF THE BOARD.

In the matter of the petition of the citizens of El Dorado County for a switch, on November 2, 1891, upon motion of Commissioner Litchfield, the Secretary was directed to inform the railroad company that it was the opinion of the Board of Railroad Commissioners that the company should put in a switch, as prayed for by the petitioners, providing they comply with the rules and regulations of the railroad company.

REMARKS CONCERNING FISCAL YEAR.

The following is a letter from Thos. Mellersh, accompanying the report of the San Francisco and North Pacific Railway Company, to this Commission:

APRIL 8, 1891.

JAMES V. KELLY, *Esq., Secretary State Board of Railroad Commissioners, Chronicle Building, San Francisco:*

DEAR SIR: I have pleasure in handing you herewith the report of the San Francisco and North Pacific Railway Company for the year ending December 31, 1890.

I take pleasure in forwarding you the report at this early date, but I would respectfully beg to observe that by reason of the fiscal year of this company ending June thirtieth, whereas the report required by your honorable Board ends with the calendar year, an entire change in the compilation of statistical and other information is necessitated, which naturally retards the rendering of this report. If the fiscal year of your Commis-

sion was contemporaneous with that of this company, the complete report might be furnished you within sixty days after the close of the fiscal year.

In connection with this matter, I beg to take the liberty of asking the kind attention of your honorable Board to that part of an address made before the General Conference of Railroad Commissioners, held at Washington, D. C., on March 5, 6, and 7, 1889, for the purpose of obtaining uniformity in railway statistics. On page 351 of the "Statistics of Railways of the United States," for 1888, you will find the following:

"The first point that should be considered pertains to the date adopted for the close of the fiscal year. As matters now stand, ten of the Commissions accept June thirtieth as the close of the fiscal year; six States have accepted September thirtieth; five States have adopted December thirty-first; one State calls for quarterly, and one for monthly returns."

At such meeting a resolution was adopted, reading as follows:

"Resolved, That it is the sense of this Convention that a uniform method of collecting and publishing statistics, both as to time and matter, should be adopted."

Not only was this resolution agreed to by the representatives of the several States, but by the Railway Accounting Officers as well, whose voice was expressed through the votes of the members of the Executive Committee of the Association of American Railway Accounting Officers.

So far as the later report made by the Statistician of the Interstate Commission shows, it is found that twelve States, besides the Interstate Commerce Commission, had adopted June thirtieth as the close of the fiscal year. Later advice shows that six other States, acting in harmony with the spirit of the resolution quoted above, have changed their dates to June thirtieth. These States are Connecticut, New York, Massachusetts, Pennsylvania, New Hampshire, and Florida. Further, North and South Dakota can be added to the list, and it is assumed that Georgia and Kentucky, having used the form of report furnished them by the Interstate Commerce Commission, have also adopted June thirtieth as the date for ending the railroad year. Mr. Henry O. Adams also stated, in his paper referred to above, that "if the statistical results of the State Commissions, and of the Interstate Commerce Commission, are to be used as checks each against the other, it is essential that the financial year adopted as the basis of returns should be the same for all."

The fiscal year of this company was made to end December thirty-first, but in order to conform to the requirements of the Interstate Commerce Commission the Board of Directors changed the fiscal year to June thirtieth. I know it also to be a fact that many railroad companies have, during the past three years, changed their fiscal year to conform to that of the Interstate Commerce Commission, and all of these changes have been effected for:

First—Effecting uniformity in accounts.

Second—To give to the Interstate and other Commissions absolute and reliable data; and,

Third—To save the Auditors of the railroad companies the reseregating of their work, which is incumbent upon them when the State fiscal year differs with the date of their own fiscal year and of that of the Interstate Commerce Commission.

Should your honorable Board elect to make any change, and should adopt June thirtieth as the date for obtaining reports, I beg to say that this company will, in addition to the report now furnished you, gladly send you a full report of its business, as called for by your annual report, for its fiscal year ending June 30, 1891. As your form of report is so similar to that used by the Interstate Commerce Commission, the information furnished you and the Commission would be, in almost all respects, identical, except that your report calls for some additional statements.

I have the honor to be, your obedient servant,

THOS. MELLERSH.

INVITATION FROM INTERSTATE COMMERCE COMMISSION.

A circular letter was received and read by the Secretary from the Interstate Commerce Commission, requesting the Railroad Commission of the State of California to be present at a meeting of the Railroad Commissions of the several States and the members of the Interstate Commerce Commission, to be held in the city of Washington, D. C., on the third day of March, 1891, at 11 o'clock A. M., at the office of the Interstate Commerce Commission.

The Secretary was instructed to accept the invitation.

RAILWAY TICKET BROKERAGE.

SAN FRANCISCO, July 16, 1890.

Hon. THOS. M. COOLEY, Chairman Interstate Commerce Commission, Washington, D. C.:

DEAR SIR: We beg to acknowledge receipt of your letter of the second instant, wherein you speak of a large and prosperous business as done in the sale of railroad passage tickets on the part of persons who seem not to be in the service of railroads.

As you invite a full and free expression of our views upon the question presented in your letter, we beg to reply as follows:

First—That we consider the existence of this business a public evil, and a serious one.

Second—That although the profit of this business and the cost of conducting it are virtually at the expense of the railroad companies and to their detriment, it cannot be said, justly or properly, that the companies impose additional charges upon passenger traffic as an offset thereto, or recognize such an expense when fixing their charges for the traffic.

Third—That this business exists chiefly, and, we might say only, because of man's desire to make money, and the opportunity to do so afforded by the custom of making rates for passage between prominent or distant points less than the sum of the local rates between intermediate points.

Fourth—That we think this business should be stopped, and that to stop it a national law will be necessary, under which tickets for interstate passage can be sold only at offices established by, and by agents selected and appointed by the railroad companies. We think such a national law, affixing severe penalties for any violation thereof, will put an end to the business, and that the stoppage of the purchase and sale of State tickets will follow close upon that of interstate tickets.

When a railroad company accepts payment for the carriage of a person from one point to another on its own road, or on the road of another company, it can justly and properly be said to do so for the carriage of but one person between the two points, that person being either the one by whom the payment is made, or the one in whose behalf it is made. Were the rate between any two points always the sum of the local rates for the intermediate points, a railroad company would not be deprived of its just charges were a passenger to use a ticket for a part of the journey and to transfer it to a second passenger, and such second passenger afterwards to use it.

It is the business of the railroad companies, and to their profit, to induce people to travel; hence, rates between prominent and distant points are made less at times than the sum of the local rates for intermediate points. Further, a longer road often accepts the rate of a shorter between two points, although the latter's rate may be less than the sum of the locals over the longer road. If the purchaser of a ticket over such longer road partly uses it, and then sells it, he defrauds the railroad company and profits himself, if the passage had has cost either passenger less than the company's rate therefor. The traveling public is not slow to see the opportunity afforded by what may be termed the necessities of the traffic; hence, the origin, the rise, and the progress of the business known as that of the ticket scalper or ticket broker. Those engaged therein are only parasites. Their sole object is to reap profit from a state of affairs resulting from a proper pursuit of a legitimate business, while they do not in any way contribute to the service rendered.

It may be charged that railroad companies have availed themselves at times of the services of ticket scalpers or ticket brokers. If this be true, we believe it can be shown to result from some inequality (actual or fancied) on the part of the railroad company doing so, or more likely from a spirit to conduct competition unfairly.

We think railroad companies are fairly entitled to the protection of the State and the Nation in this matter. Fraud exists and is practiced chiefly as a result of a desire of the railroad companies to do that which is a public benefit. The larger profit from the fraud accrues not to the traveler, but to the middleman, who does not contribute in any way to the service performed. This condition of affairs can properly be called a public evil, and all the more so because of the temptations to crime presented. Some of those engaged in this business are not satisfied with moderate profits, but seek to increase them in various ways. They change the destination of tickets from shorter points to those more distant; they change dates of expiration; they change tickets sold over one line or road to read as though sold over another line or road. Such practices are criminal, and should be stamped as such. They are almost an excuse for speaking of this business as one to which crime is not an incident, but almost an essential.

Respectfully yours,

T. H. GOODMAN.

AUGUST 14, 1890.

The honorable Railroad Commission, San Francisco, California:

GENTLEMEN: Nothing is more noticeable to one who gives even casual attention to the railroad business of the country, than the fact that in all considerable towns there are persons who apparently are doing a large as well as a prosperous business in the sale of tickets for passenger transportation, though they seem to be not in the service of the roads. The inference is that the tickets are either issued under circumstances which would not bear investigation, or for some reason, after having been properly purchased,

have not been made use of by the persons who bought them, or only used for a part of the distance which the persons purchasing were entitled to travel thereon. From the controversies which arise when these tickets come to be used, it would be inferred that they are sold, sometimes at least, in disregard of the conditions under which they were originally issued, and purchasers are either refused a passage upon them altogether, or are subjected to great annoyance and inconvenience before they are received.

Your attention is directed to this matter, for the purpose of obtaining your views upon the following questions:

First—Whether the existence of this business is not a serious public evil?

Second—Whether the profits of the business and the cost of transacting it do not necessarily either come from the revenues of the railroad companies, or tend to increase the charges which they impose upon passenger traffic with a view to a sufficient revenue?

Third—What are the chief causes which afford a field for the business, and which are responsible for its existence?

Fourth—If, in your opinion, the business should be brought to an end, what remedy or remedies do you suggest for that purpose?

Fifth—Is there any legislation in your State designed to limit or bring to an end the irregular dealings in railroad tickets; and, if so, will you please favor the Commission with a copy thereof, or a reference to the statute or other publication where the same may be found?

A full and free expression of your views is invited, and you need not limit a reply to the questions above proposed.

Very respectfully,

THOMAS M. COOLEY.

AUGUST 25, 1890.

The honorable Board of Railroad Commissioners of the State of California, San Francisco:

GENTLEMEN: Referring to the communication addressed to your honorable Commission by the Interstate Commerce Commission, under date of August fourteenth, I beg leave to say that due inquiry into the methods of the scalping agencies, cut-rate ticket offices, or railway ticket brokers, in San Francisco, Los Angeles, and other California towns, will, in my judgment, disclose to you conditions under which the business is transacted, that will move you to answer affirmatively and emphatically the first and second questions of the Interstate Commerce Commission, and to suggest national legislation as the only remedy.

The same communication was addressed to this company some time in June. I beg leave to inclose herewith a copy of the reply of our General Passenger Agent. It seems to me the reply might have been more fully elaborated, and would have been had I been at home and the matter come to my attention.

In review of the questions asked, I desire to say:

To the first question, viz.: "Whether the existence of this business is not a serious public evil?" we should answer "Yes," for the reasons:

(a) It encourages dishonesty, and in many cases forgery is resorted to in order to make it successful. As a rule, the class of tickets which are successfully and profitably scalped are through coupon tickets. A through coupon ticket is in the nature of a contract between the person who buys it and the carrier who sells it. The passenger affixes his name to the contract, whereby he agrees that the ticket shall not be transferable, that it shall be good only for a continuous passage between starting point and destination, etc. I will inclose you a form. Every ticket of this kind which is scalped can only be sold to the scalper by the purchaser of it, in violation of his contract not to transfer it. Every such ticket which is transferred, having the signature of the original purchaser to the contract, can only be used by the scalper, or the party who purchases of the scalper, personating the first purchaser and traveling under his name, or by the scalper erasing the first purchaser's signature and substituting therefor the second purchaser's name, which we are advised is forgery.

(b) Owing to the fact that tickets are scalped the carrier is obliged to adopt this form of contract, and to make the tickets non-transferable and good only for continuous passage. As even these tickets are scalped or used by other persons than the original purchaser in defiance of the original purchaser's contract, and new names often forged to the tickets, the railroad companies are obliged to instruct their conductors to be careful in examining the tickets, to have the bearer of the ticket sign his name on the back of the ticket, and in many ways subject the passenger to inquiries which, to the majority of men, are not agreeable. All this could be avoided if the railroad companies were protected by law from such misuse of their tickets. In another way is the traveler inconvenienced: Ordinary travelers—persons not much accustomed to traveling—are often induced to enter the scalper's office in the belief that it is a regular ticket office, and to purchase a ticket which is fraudulent, a forgery, or otherwise not good. The traveler, innocent in himself, boards the train, presents the ticket, the ticket is refused, and he either is subjected to the payment of a second fare or is ejected from the train.

(c) The practice of scalping tickets creates discrimination. The ordinary traveler or honest man, who prefers to deal with ticket agents, goes to the ticket office of a regular transportation line, buys his ticket at the regular published tariff rates, pays one fare; the shrewd, experienced traveler, not averse to taking risks, trusting somewhat to the general public apathy in the matter of enforcing the rights of the carrier, will go to the scalper and buy a fraudulent ticket at a discount.

(d) This practice is a public evil in another sense: It affords (in a way with which the Interstate Commerce Commission is perfectly familiar, and no doubt also your honorable Commission, from the reported investigation made at Chicago) an opportunity for a dishonest railway agent to evade the law through connivance with the scalper. The way it is usually done is this: While the railway agent will not sell the ticket over his own counter at a discount, he will put the ticket in the hands of a scalper, paying him a heavy commission on its sale. This commission is wide enough to permit the scalper to sell it at a discount and still reserve a very profitable margin for himself.

To the second question: "Whether the profits of the business and the cost of transacting it do not necessarily either come from the revenues of the railroad companies or tend to increase the charges which they impose upon passenger traffic with a view to a sufficient revenue?" there can be but one answer, namely, that the cost of the scalpers' business and profits must necessarily come from the revenues of the railroad companies. It can come from no other source. While it may be said that the railroad companies do not increase their charges by reason of the drain upon their revenues because of the scalper, yet it is evident that this drain upon the revenues of the railroad companies prevents them from making reductions to the general public which would otherwise be reasonable. In this sense it can be said that the scalping of tickets does have the effect of increasing the transportation charges of the traveling public.

To the third question of the Commission: "What are the chief causes which afford a field for the business, and which are responsible for its existence?" The opportunity for scalping is afforded by the fact that railroad charges are not made at the same rate per mile for all distances. A rate of 4 cents per mile for a five hundred-mile haul might be a reasonable rate, while the same rate for a thousand-mile haul would be an unreasonable rate. Transportation companies generally try to reach a normal rate for all distances—that is, a rate which will permit and promote the freest travel over its lines at a profit to the carrier. For this reason the rate over long routes is lower per unit of service than over short lines. A rate of 4 cents per mile for five hundred miles, or \$20, might not restrict travel, while a rate of 4 cents a mile over a line two thousand miles long would very likely only permit such travel as was unavoidable.

Again: Competition governs the rates. Between two centers of population there may be several lines. The rate is usually based on the short line. The longer lines must meet the short-line rates, or not do any of the business. They can adopt the rate of the shorter line in gross, because it will pay them something above the additional cost of doing a share of the through travel besides its local travel, but if they were compelled to reduce all their rates on their local travel to the same rate per mile as they were obliged to make in order to compete for the travel which is competitive, they would be forced to abandon the competitive business. (This, I may say, in passing, would be destructive of competition, to the public detriment.) Thus you see where tariffs are made (as a rule they are) with a lower rate for longer distances over the same line than for shorter distances, and where several points of varying distances on the same line of travel take the same rate (as, for example, from Chicago to Sacramento, Stockton, and Los Angeles), there is opportunity for the scalper. A man can buy a ticket from Chicago through Sacramento and Stockton to Los Angeles at the same rate as to Sacramento. Why? Because the Atchison line make the rate to Los Angeles the same as to Sacramento. Now, a person who is familiar with the scalper, wishing to travel from Chicago to Sacramento will buy a ticket (and sometimes he is prompted to do so by a superserviceable railroad agent) from Chicago to Los Angeles. He rides on the ticket to Sacramento, where he leaves the train and sells the unused portion of the ticket to a scalper for little or nothing. Later the scalper sells it to some man who wishes to go from Sacramento to Los Angeles. I think the above will serve you for examples of the opportunities afforded. The cause follows, that is to say, the opportunity is presented by the necessities of the railroad situation for a dishonest man to make large profits. He therefore engages in it.

To the fourth question: "If, in your opinion, the business should be brought to an end, what remedy or remedies would you suggest for that purpose?" I trust that it will be the conclusion of your honorable Commission that the business should be brought to an end. The only efficient remedy will be a national law vigorously enforced. There is no scalping done in the State of Pennsylvania, because of a State tax which forbids any one but a duly authorized agent of a railroad company to sell railroad tickets. I have been informed by representatives of the Canadian Pacific Railway Company that the same or a similar statute or law has been enacted in Canada, and that no such thing as scalping tickets is known there. I have no copy of these statutes, but if you cannot find them I will undertake to get them for you.

If I can be of further service to you, please command me.

Very respectfully,

J. C. STUBBS.

NEW ROADS IN CALIFORNIA.

The following is a list of the new roads constructed by the Southern Pacific Company in California during the year ending July 1, 1891:

OFFICE OF SOUTHERN PACIFIC COMPANY, }
SAN FRANCISCO, July 22, 1891. }

JAMES V. KELLY, *Esg.*, *Secretary State Board of Railroad Commissioners, Phelan Block, City:*

DEAR SIR: As requested in yours of yesterday, below please find tabulated statement of new roads in the Southern Pacific Company's system in California, constructed during the year ending July 1, 1891, together with the length, in miles, and the date each line went into operation:

RAILROAD.	Between—	Length.	When First Operated.
S. P. R. R. of Cal..	Porterville and Poso	34.59	December 24, 1890
S. P. R. R. of Cal..	Oakdale and Merced	40.332	February 2, 1891
Northern Cal. Ry..	Marysville and Knight's Landing ..	27.73	February 4, 1891
S. P. R. R. of Cal..	Ontario and Chino.....	5.7	February 17, 1891
S. P. R. R. of Cal..	Avon and San Ramon	20.262	June 7, 1891
S. P. R. R. of Cal..	Los Baños and Armona.....	88.067	Not yet operated.

Yours truly,

A. N. TOWNE.

TABLE No. 1.

FINANCIAL STATEMENT.

COMPANIES.	Length of Road, in Miles, in State.	Cost of Construction, including Buildings, Lands, Fences, Tools, Salaries, etc.	Cost of Equipment.	Capital Stock Issued.	Funded Debt Issued and now Outstanding.	Floating Debt.	Gross Earnings.	Operating Expenses.	Income from Operation.
Southern Pacific Company.....	None.	* \$168,765,768 16	||||	\$116,074,890 00	None.	\$27,855,680 00	\$34,857,709 76	\$21,976,218 34	\$12,881,491 42
Central Pacific Railroad Company.....	736.91	114,615,873 62	||||	68,000,000 00	\$51,852,000 00	2,838,297 66	†	†	†
California Pacific Railroad Co. of Cal.....	1,319.67	19,537,072 60	||||	61,821,900 00	44,322,500 00	†	†	†	†
Northern Railway Company.....	115.44	24,539,065 21	||||	12,000,000 00	6,830,500 00	†	†	†	†
South Pacific Coast Railway Company.....	330.38	11,500,000 00	||||	12,896,000 00	9,919,000 00	†	†	†	†
Northern California Railroad Company.....	104.00	1,670,000 00	||||	6,000,000 00	5,500,000 00	†	†	†	†
Southern California Railroad Company.....	25.90	24,638,350 82	||||	1,280,000 00	945,000 00	†	†	†	†
Atlantic and Pacific Railroad Company.....	537.16	10,133,331 57	||||	12,804,000 00	12,284,740 00	1,175,368 43	1,758,823 80	1,469,374 96	289,448 84
San Francisco & North Pacific R. Co.....	243.00	3,240,000 00	||||	6,000,000 00	4,150,000 00	65,917 13	807,742 64	715,979 01	91,763 63
Carson and Colorado Railroad Co.....	185.73	3,144,803 95	||||	1,620,000 00	1,620,000 00	693,000 00	799,388 13	522,102 95	277,285 18
North Pacific Coast Railroad Company.....	111.37	2,963,040 61	||||	2,500,000 00	1,240,000 00	262,149 50	383,822 16	316,774 71	77,047 45
Pacific Coast Railway Company.....	100.00	565,327 03	||||	1,370,400 00	1,370,000 00	20,550 00	155,489 53	97,079 47	58,410 06
Los Angeles and Pacific Railroad Co.....	30.00	814,305 56	14,200 00	173,000 00	86,000 00	99,441 00	†	†	†
Nevada-California-Oregon Railroad Co.....	82.62	642,868 54	51,651 99	None.	None.	13,902 93	45,275 18	35,929 40	9,345 78
Eel River & Eureka Railroad Company.....	30.00	540,070 65	87,280 36	90,000 00	466,000 00	98,732 49	126,878 25	56,211 15	71,379 72
Nevada County Narrow Gauge.....	26.39	362,086 22	74,134 89	242,200 00	260,000 00	10,321 83	87,259 41	71,028 10	15,631 31
National City and Owy Railroad Co.....	28.58	12,652 85	76,255 63	200,000 00	451,000 00	1,618 98	49,020 63	52,280 28	** 2,659 65
Colusa and Lake Railroad Company.....	23.00	143,425 88	51,797 35	100,500 00	70,000 00	1,267 14	23,000 62	15,807 13	7,192 89
Arcata and Mad River Railroad Co.....	15.00	87,999 55	36,001 50	82,025 00	None.	173,998 08	112,409 63	87,783 82	14,625 81
Visalia Railroad Company.....	8.33	93,466 78	21,150 78	50,000 00	50,000 00	9,743 47	25,377 23	14,784 15	10,593 08
Yreka Railroad Company.....	11.50	132,360 45	50,580 08	500,000 00	None.	29,809 52	18,602 99	12,623 10	6,079 89
Visalia and Tulare Railroad Company.....	19.00	550,000 00	17,435 00	769,000 00	550,000 00	†	25,797 04	25,797 04	39,016 43
Redondo Railway Company.....	26.00	†	†	†	†	†	46,213 32	38,383 56	7,829 76
San Diego, Cuyamaca, and Eastern Railway Company.....	†	†	†	†	†	†	†	†	†
Sierra Valley and Mohawk Railroad Co.....	†	†	†	†	†	†	†	†	†
Totals, 1890.....	4,290.48	\$388,093,674 45	\$658,647 25	\$304,811,455 00	\$152,116,740 00	\$33,349,797 16	\$39,333,409 72	\$25,508,657 17	\$13,859,800 90

* No road owned.

† No equipment owned.

‡ Reported by Southern Pacific Company.

** Profit.

§ Not reported.

† Reported by lessee.

‡ Included in construction.

TABLE No. 2.

TRAFFIC STATEMENT—1890.

COMPANIES.	Total Number of Passengers Carried.	Average Rate of Fare per Mile, in Cents.	Total Tons of Freight Hauled.	Average Rate of Freight per Ton per Mile, in Cents.	Total Miles Run by Passenger Trains.	Total Miles Run by Freight Trains.	Total Miles Run by Mixed Trains.
Southern Pacific Company	16,556,283	2.15	6,292,069	1.671	7,049,245	8,678,366	708,787
Central Pacific Railroad Company*							
Southern Pacific Railroad Company of Cal.*							
California Pacific Railroad Company*							
Northern Railway Company*							
Northern California Railway Company*							
South Pacific Coast Railway Company	622,381	2.831	389,097	2.617	637,832	334,003	150,403
Southern California Railway Company	48,900	1.81	246,700	1.17	301,076	685,489	
Atlantic and Pacific Railroad Company	744,069	2.13	163,905	2.92	230,770	69,332	50,538
San Francisco and North Pacific Railroad Co.							
Carson and Colorado Railroad Company							
North Pacific Coast Railroad Company	892,676	3.720	91,399	4.038	204,657	102,900	
Pacific Coast Railroad Company	38,959		56,061 ³ / ₈	6.644	198,899	126,225	57,375
Los Angeles and Pacific Railroad Company ¶							
Nevada and California Railroad Company	4,111	3.303	7,371	8.441			43,006
Eel River and Eureka Railroad Company	44,622	4.00+	14,714				54,750
Nevada County Narrow Gauge Railroad Company	28,270	7.2	25,398	11.4	3,211	17,804	29,515
National City and Otay Railway Company	169,781				65,586.60	300.34	25,919.44
Colusa and Lake Railroad Company	10,136		9,060				
Arcata and Mad River Railroad Company	38,320		9,002				
Visalia and Tulare Railroad Company	23,487	7.00	14,689	12.00			
Yreka Railroad Company							
Visalia and Tulare Railroad Company	32,057	4.10	1,483				
San Diego, Cuyamaca, and Eastern Railway Co.	37,171	3.00	27,295	10.00			\$43,757
Sierra Valley and Molokai Railroad Company †							
Redondo Railway Company	28,048		¶				+25,560
Totals	19,319,271	3.70	¶				

* Reported by Southern Pacific Company.

¶ Reported by lessee.

† Not reported.

‡ Not in operation.

§ Total mileage of all trains from August 1 to December 31, 1890.

¶ Total mileage of all trains.

TABLE No. 3.

COMMODITY STATEMENT.

COMPANIES.	Grain, in tons.	Per Cent.	Flour.	Per Cent.	Hay.	Per Cent.	Fruits and Veg- etables.	Per Cent.	Live Stock.	Per Cent.	Hides and Leather.	Per Cent.	Wool.	Per Cent.	Coal.	Per Cent.
Southern Pacific Company.....	1,066,912	17.27	93,222	1.58	191,341	3.04	272,307	4.33	217,684	3.46	14,403	.23	25,874	.41	202,930	3.22
Central Pacific Railroad Co.*																
Southern Pacific R. R. Co. of Cal.*																
California Pacific Railroad Co.*																
Northern Railway Company*																
South Pacific Coast Railway Co.*																
Northern California Railway Co.*	31,944	8.33	6,316	1.65	9,040	2.52	49,444	12.90	5,139	1.34	351	.09	1,354	.35	53,881	14.06
Southern California Railway Co.	4,171	1.49	2,301	.93	1,543	.65	20,521	8.32	5,139	2.10	519	.21	1,105	.45	66,005	26.76
Atlantic and Pacific Railroad Co.	3,490	2.13	2,833	1.73	2,245	1.37	9,304	5.62	3,090	1.89			826	.50		
S. F. and North Pacific R. R. Co.																
Carson and Colorado R. R. Co.†	236	.26			546	.62	2,665	2.91	2,504	2.74						
North Pacific Coast R. R. Co.	12,555	22.40							2,444	4.37	85	.15	135	.24	92	.16
Pacific Coast Railway Company																
Los Angeles and Pacific R. R. Co.	224	3.30	257	3.40	11	.10	346	4.60	91	1.20	76	1.00	231	3.10	41	.60
Nevada and California R. R. Co.	2,914				892								210			
Del River and Eureka R. R. Co.																
Nevada County Narrow Gauge.																
National City and Otay Ry. Co.																
Colusa and Lake Railroad Co.																
Arresta and Mad River R. R. Co.	850		594				685				85		57			
Visalia Railroad Company	1,561		107		50		525		1,120						272	
Yreka Railroad Company																
Visalia and Tulare Railroad Co.†																
San Diego, Cuyamaca, and East- ern Railway Company	1,680		150		50		2,940		7				2		30	
Totals	1,146,537	55.38	105,780	9.29	206,408	8.30	358,637	38.08	237,248	17.10	14,719	1.68	29,794	5.05	323,251	44.90

* Reported by Southern Pacific Company.

† Reported by lessee in Nevada.

‡ Total tonnage reported only.

TABLE No. 3—Continued.

COMPANIES.	Wood and Tan Bark.	Per Cent.	Lumber, Shingles, and Shakes.	Per Cent.	Wine.	Per Cent.	Petroleum and Other Oils.	Per Cent.	Merchan- dise.	Per Cent.	Company Freight.	Per Cent.	Total Freight Tonnage.
Southern Pacific Company	200,122	3.18	578,723	9.29	115,312	1.83	82,784	1.31	965,304	15.34	1,025,483	16.30	6,292,069
Central Pacific Railroad Company*													
Southern Pacific Railroad Co. of Cal.*													
California Pacific Railroad Company*													
Northern Railway Company*													
South Pacific Coast Railway Co.*													
Northern California Railroad Co.*													
Southern California Railway Company	57,441	14.99	†	†	5,133	1.34	9,365	2.44	57,681	15.05	10,919	2.85	383,314
Atlantic and Pacific Railroad Company	8,016	3.25	†	†	6,339	2.57	12,367	5.01	68,574	27.80	8,636	3.50	246,700
San Fran. and North Pacific R. R. Co.	37,907	23.12	†	†	13,176	8.04			5,558	35.91	§	§	163,905
Carson and Colorado Railroad Co.†													
North Pacific Coast Railway Co.	25,251	28.17	30,196	33.04					27,838	30.46			91,339
Pacific Coast Railway Company	2,754	4.91	7,986	14.24					9,490	16.33			56,062
Los Angeles and Pacific Railway Co.													
Nevada and California Railroad Co.													
Nevada County Narrow Gauge	163	2.20	2,476	33.60	237	3.20	115	1.60	1,096	14.90	94	1.30	7,372
National City and Otay Railway Co.													
Bel River and Eureka Railroad Co.			9,793										
Cotusa and Lake Railroad Co.													14,714
Arcata and Mad River Railroad Co.					232		130		2,221				9,060
Visalia Railroad Company			1,392		307		127		5,928		900		5,954
Yreka Railroad Company													14,689
Visalia and Tulare Railroad Company||													1,483
San Diego, Cuyamaca, and Eastern Railway Company	175		2,160		90		35		5,175				27,295
Totals													

* Reported by Southern Pacific Company.

† Reported by Lessee in Nevada.

‡ Included in wood statement.

§ Included in merchandise statement.

|| Total tonnage reported only.

TABLE No. 4.

SHOWING CONSUMPTION OF FUEL, AND COST IN 1890.

COMPANIES.	Coal—Tons.	Cost per Ton.	Wood—Cords.	Cost per Cord.	Total Fuel Consumed, in Tons.	Total Cost of Fuel.	Average Pounds Consumed per Mile.
Southern Pacific Company.....	542,010	\$6 18	141,655	\$4 70	612,837	\$4,072,061 44	62.20
Central Pacific Railroad Company*							
Southern Pacific Railroad of California*							
California Pacific Railroad Company*							
Northern Railway Company*							
South Pacific Coast Railroad Company*							
Northern California Railroad Company*	42,677	7 80	762	4 70	43,185	315,850 36	53.00
Southern California Railroad Company	43,492	1 60	104	1 00	43,544	68,250 74	
Atlantic and Pacific Railroad Company	5,508	8 00	6,466	4 00	8,741	68,010 73	50.04
San Francisco and North Pacific Railroad Co.							
Carson and Colorado Railroad Company†					4,608		31.36
North Pacific Coast Railroad Company	1,312		6,692		93,644	10,888 48	49.00
Pacific Coast Railroad Company			187,288	5 58			
Los Angeles and Pacific Railroad Company							
Nevada County Narrow Gauge.....			1,985	3 50	992	6,947 50	
National City and Otay Railroad Company						9,773 16	
Colusa and Lake Railroad Company†							
Arcata and Mad River Railroad Company			1,501		750	2,802 07	
Visalia Railroad Company			540		270	2,200 00	
Yreka Railroad Company					182		
Visalia and Tulare Railroad Company			365				
Redondo Railway Company	421	10 00			421	5,638 23	33.00
San Diego, Cuyamaca, and Eastern Railway Co.	1,070	9 50			1,070	10,168 48	
Nevada and California Railroad Company	80	8 37	1,488	3 50	825	3,026 45	25.60
Eel River and Eureka Railroad Company			2,142	4 00	1,071	8,568 00	
Totals.....	636,570		350,988		812,200	\$4,584,785 64	

* Reported by Southern Pacific Company, lessee.

† Reported by lessee in Nevada.

‡ Not reported.

TABLE No. 5.

STATEMENT OF WAGES RECEIVED BY RAILROAD EMPLOYÉS.

COMPANIES.	General Office Clerks.	Station Agents.	Engi- neers.	Firemen.	Con- ductors.	Brake- men.	Machin- ists.	Car- penters.	Section Men.	Telegraph Operators.	Laborers.
Southern Pacific Company	\$3 73	{ \$2 61 2 55 }	\$4 35	\$2 57	\$3 92	\$2 90	\$3 60	\$3 19	\$1 54	\$3 03	\$2 95
Central Pacific Railroad Company*											
Southern Pacific R. R. Co. of Cal.*											
California Pacific Railroad Co.*											
Northern Railway Company*											
South Pacific Coast Railway Co.*											
Northern California Railroad Co.*	2 70	1 54	4 50	2 57	3 63	2 34	2 53	2 78	1 73	2 61	2 09
Atlantic and Pacific Railroad Co.	3 09	2 50	4 47	2 32	3 21	2 06	3 22	2 79	95	2 39	2 49
S. F. and North Pacific R. Co.	2 36	2 09	3 35	1 90	2 94	2 18	2 41	2 99	1 83	2 67	2 90
Carson and Colorado Railroad Co.†											
North Pacific Coast Railway Co.	2 07	1 91	3 80	2 23	2 84	1 65	3 45	3 59	1 48	3 28	2 83
Pacific Coast Railway Co.	1 16	2 05	3 61	1 42	2 08	1 57	3 28	3 87	1 67	1 42	1 03
Los Angeles and Pacific Railway Co.											
Nevada and California R. R. Co.	3 03	3 00	2 93	1 99	3 32			3 18	1 78		
Eel River and Eureka R. R. Co.	2 00	2 16	2 80	1 16	2 50	1 16	3 50	3 50	2 25	2 00	2 00
Nevada County Narrow Gauge		3 16	3 87	2 50	3 58	2 20	3 75	4 00	2 00	2 50	2 50
National City and Otay Railway Co.	4 00	1 50	3 50	2 25	2 15	2 15	2 75	3 00	1 75	1 75	1 75
Colusa and Lake Railroad Co.	50	1 40	5 50	2 00	2 16	2 00	2 40		1 25		1 25
Arcata and Mad River Railroad Co.	2 60	5 33	2 63	2 00	2 66	2 00		3 35	2 30		2 40
Visalia Railroad Company		3 29	3 61		1 97	1 97			2 50		2 00
Yreka Railroad Company											
Visalia and Tulare Railroad Co.			3 33	2 33	2 50				2 50		2 00
Redondo Railway Company	4 38	2 66	3 00	2 16	2 50	2 00	3 58	3 00	1 75	2 66	2 16
San Diego, Cuyamaca, and Eastern Railway Company	3 00	2 50	3 50	2 25	2 50	2 00	3 50	3 50	2 00	2 50	2 00

* Reported by Southern Pacific Company, lessee.

† Reported by lessee in Nevada.

TABLE No. 6.

STATEMENT OF EQUIPMENT AND NUMBER OF EMPLOYÉS—1890.

COMPANIES.	Number of Employes.	Number of Locomotives Operated.	Number of Passenger Cars Operated.	Number of Freight Cars Operated (Box).	Number of Freight Cars Operated (Platform and Fruit).	Number of Work Cars, etc., Operated.	Number of Stations in California.
Southern Pacific Company-----	14,521	721	931	8,533	5,908	340	929
Central Pacific Railroad Company*-----							
Southern Pacific Railroad Co. of California*-----							
California Pacific Railroad Company*-----							
Northern Railway Company*-----							
South Pacific Coast Railway Company*-----							
Northern California Railway Company-----	1,228	21	20	40	129	128	131
Atlantic and Pacific Railroad Company-----	631	†	20	403	570	71	26
San Francisco and North Pacific Railroad Co.-----	431	18	53	103	288	81	58
Carson and Colorado Railroad Company||-----							
North Pacific Coast Railway Company-----	355	10	30	30	266	2	55
Pacific Coast Railway Company-----	89	5	9	158	32	15	21
Los Angeles and Pacific Railway Company†-----							
Nevada and California Railroad Company-----	36	4	4	9	21	18	2
Eel River and Eureka Railroad Company-----	65	3	10	28	†115	1	9
Nevada County Narrow Gauge-----	54	3	4	20	29		9
National City and Olney Railway Company-----	40	6	10	4	31		18
Colusa and Lake Railroad Company-----	22	2	5	4	20		†
Colusa and Lake Railroad Company-----	35	4	4	2	163	16	1
Arleta and Mad River Railroad Company-----	12	3	2				1
Visalia Railroad Company-----	8	2	3				2
Visalia and Tulare Railroad Company-----	49	3	14	12	17	1	10
Redondo Railway Company-----	27	1	5	6	†28		4
San Diego, Cuyamaca, and Eastern Railway Co.-----							
Totals-----	17,603	806	1,124	9,352	7,617	673	1,281

* Reported by Southern Pacific Company, lessee.

† Not reported.

|| Reported by lessee in Nevada.

† Leased.

‡ Leased, 20; owned, 8.

TABLE No. 7.

CASUALTIES AND CAUSES OF SAME FOR 1890, IN CALIFORNIA.

CAUSES.	Killed in 1888.	Injured in 1888.	Killed in 1889.	Injured in 1889.	Killed in 1890.	Injured in 1890.	Total for 1890.
Collisions	13	108	2	34	16	42	58
Derailments	6	30	4	35	2	30	32
Coupling cars	7	189	3	111	2	141	143
Grade crossings	8	16	6	17	6	23	29
Other causes	141	496	93	447	96	497	593
Totals	175	839	108	644	122	733	855

Classified as follows for 1890:

	Killed.	Injured.	Total for 1890.
Passengers	18	118	136
Employés	49	470	519
Other persons	55	145	200
Totals	122	733	855

TABLE No 8.

BRIDGES AND TUNNELS, 1890.

COMPANIES.	BRIDGES.			TRESTLES.		TUNNELS.	
	Iron.....	Wooden.....	Combination.....	Length.....	Number.....	Length.....	Number.....
Southern Pacific Company	33	186	3	270,813	—	45,529	68
Southern California Railway Co.	2	569	—	4,650	22	—	—
Atlantic and Pacific Railroad Co.	—	627	—	23,690	—	—	—
San Francisco and North Pacific R.R. ..	2	10	1	36,989	—	8,985	9
Carson and Colorado Railroad Co.	—	—	—	—	—	238	—
North Pacific Coast Railway Co.	—	12	1	—	—	9,321	5
Pacific Coast Railway Company	—	2	1	4,300	—	—	—
Los Angeles and Pacific Railway Co.* ..	—	—	—	—	—	—	—
Nevada and California Railroad Co.	—	—	—	772	—	—	—
Eel River and Eureka Railroad Co.	—	1	1	4,514	—	1,945	1
Nevada County Narrow Gauge	—	1	1	1,975	—	790	2
National City and Otay Railway Co.	—	29	1	—	—	—	—
Colusa and Lake Railroad Company	—	2	—	2,690	2	—	—
Arcata and Mad River Railroad Co.	—	—	1	3,550	17	—	—
Visalia Railroad Company	—	2	—	—	—	—	—
Visalia and Tulare Railroad Co.	—	2	—	150	—	—	—
Redondo Railway Company	—	—	—	25	1	—	—
San Diego, Cuyamaca, and Eastern Railway Company	—	30	—	1,670	—	—	—

* Not reported.

REPORTS OF RAILROAD COMPANIES

TO THE

BOARD OF RAILROAD COMMISSIONERS,

FOR THE

YEAR ENDING DECEMBER 31, 1890.

REPORTS OF RAILROAD COMPANIES.

SOUTHERN PACIFIC COMPANY.

HISTORY.

1. Name of common carrier making this report: Southern Pacific Company.
 2. Date of organization: March 17, 1884.
 3. Under laws of what Government, State, or Territory organized: Chartered by Act of the State of Kentucky, Chapter 403, approved March 17, 1884; amended Chapter 601, approved March 21, 1888.

4. The Southern Pacific Company's lines are, for purposes of operation, divided into two systems, known as the Atlantic System and the Pacific System.

Atlantic System Lines.—These lines include railroads in the States of Texas and Louisiana, and steamship lines running from New Orleans to Havana, New York, and other points.

Pacific System Lines.—The lines of the Pacific System include the railroads, together with bay and river steamers operated in connection therewith, west of El Paso, Texas, and Ogden, Utah. The lines comprising this system, which includes also the Coast Division, are as follows:

California Pacific Railroad.
 Central Pacific Railroad and branches.
 Northern Railway.
 Northern California Railway.
 Oregon and California Railroad.
 Oregonian Railroad.
 Southern Pacific Railroad of California (Coast Division and Southern Division).
 Southern Pacific Railroad of Arizona.
 Southern Pacific Railroad of New Mexico.
 South Pacific Coast Railway (narrow gauge).

The tables in this report exhibiting simply the results of operations, *i. e.*, earnings, operating expenses, and train and traffic statistics, include only the Pacific System, as this embraces all the lines within the State of California. All other tables affecting the Southern Pacific Company, as a corporation, include the results for the operations of both Atlantic and Pacific Systems.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
C. P. Huntington	23 Broad Street, New York ..	..... April 8, 1891.
Leland Stanford	San Francisco .....	..... April 8, 1891.
Charles F. Crocker	San Francisco .....	..... April 8, 1891.
Thos. E. Stillman	23 Broad Street, New York ..	..... April 8, 1891.
Thos. H. Hubbard	23 Broad Street, New York ..	..... April 8, 1891.
A. N. Towne	San Francisco .....	..... April 8, 1891.
J. C. Stubbs	San Francisco .....	..... April 8, 1891.
E. H. Miller, Jr.	San Francisco .....	..... April 8, 1891.
S. T. Gage	San Francisco .....	..... April 8, 1891.
W. V. Huntington ..	San Francisco .....	..... April 8, 1891.
W. E. Brown	San Francisco .....	..... April 8, 1891.

Number of stockholders at date of last election: 109.

Last meeting of stockholders for election of Directors: April 9, 1890.

Post Office address of general office: Fourth and Townsend Streets, San Francisco, and 23 Broad Street, New York.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
<i>Executive Committee</i>	Leland Stanford, Chairman	San Francisco.
	C. P. Huntington	New York.
	Charles F. Crocker	San Francisco.
	Thomas H. Hubbard	New York.
<i>General Officers.</i>		
President	C. P. Huntington	New York.
Vice-President	Charles F. Crocker	San Francisco.
Second Vice-President	A. N. Towne	San Francisco.
Third Vice-President	J. C. Stubbs	San Francisco.
Acting Vice-President	J. E. Gates	New York.
Secretary and Controller	G. L. Lansing	San Francisco.
Treasurer	Timothy Hopkins	San Francisco.
Assistant Treasurer	N. T. Smith	San Francisco.
Assistant Secretary	C. T. Krebs	Louisville, Ky.
Registrar of Stock	Union Trust Company	New York.
Transfer Agent	George Watkins	New York.
<i>Officials Pacific System.</i>		
General Manager	A. N. Towne	San Francisco.
General Superintendent	J. A. Fillmore	San Francisco.
Assistant General Superintendent	R. H. Pratt	San Francisco.
Assistant to General Manager and Engineer Maintenance of Way	W. G. Curtis	San Francisco.
Manager Lines in Oregon	Richard Koehler	Portland, Or.
Chief Engineer	William Hood	San Francisco.
Superintendent of Telegraph	F. L. Vandenberg	San Francisco.
Superintendent Coast Division	A. C. Bassett	San Francisco.
General Traffic Manager	Richard Gray	San Francisco.
Assistant General Traffic Manager	E. Hawley	New York.
General Freight Agent	C. F. Smurr	San Francisco.
General Passenger Agent	T. H. Goodman	San Francisco.
General Baggage Agent	C. L. Crabtree	San Francisco.
General Auditor Agent	E. C. Wright	San Francisco.
Cashier	H. A. Cummings	San Francisco.
Purchasing Agent	R. Stevenson	San Francisco.
General Solicitor	Creed Haymond	San Francisco.

MILES OF ROAD OPERATED UNDER LEASE, DECEMBER 31, 1890—*Pacific System.*

Name of Road.	Miles.	Total Miles.
CALIFORNIA PACIFIC RAILROAD—		
Vallejo Junction to Vallejo (ferry)	2.00	
Vallejo to Sacramento	60.39	
Davis to Knight's Landing	18.57	
Napa Junction to Calistoga	34.48	
CENTRAL PACIFIC RAILROAD—		115.44
San Francisco to Ogden	883.23	
Niles to San José	17.54	
Roseville to Oregon State line	296.50	
Lathrop to Goshen	146.08	
Oakland local lines (second track, 3.77)	4.84	
Alameda local lines (second track, 3.95)	12.09	
NORTHERN RAILWAY—		1,360.28
Port Costa to Suisun	17.33	
Woodland to Tehama	100.74	
Galt to Ione	27.20	
West Oakland to Delaware Street	4.15	
West Oakland to Berryman's (first track)	5.38	
West Oakland to Berryman's (second track, 1.54)		
West Oakland to near Martinez (first track)	31.03	
West Oakland to Port Costa (second track, 26.74)		
Napa Junction to Santa Rosa	36.70	
Willows to Fruto	17.10	
Sacramento to Placerville	59.50	
Elmira to Rumsey	51.05	
Woodbridge to Valley Springs (narrow gauge)	29.50	
Woodbridge to Bracks (narrow gauge)	10.70	
		390.38

MILES OF ROAD OPERATED—Continued.

Name of Road.	Miles.	Total Miles.
NORTHERN CALIFORNIA RAILWAY— Marysville to Oroville (operated from June 1, 1889)		25.90
OREGON AND CALIFORNIA RAILROAD— Portland to California State line, including ferries at Portland ..	366.80	
Portland to Corvallis	96.50	
Albany Junction to Lebanon	11.50	
Woodburn to Coburg	79.80	
OREGONIAN RAILROAD (NARROW GAUGE)— Dundee to Airlie	50.50	554.60
Sheridan Junction to Sheridan	7.00	
SOUTHERN PACIFIC RAILROAD OF CALIFORNIA— <i>Coast Division</i> — San Francisco to Tres Pinos	100.50	57.50
Carnadero to Santa Margarita	153.10	
Castroville Junction to Lake Majella	19.52	
Pajaro to Santa Cruz	21.20	
Aptos to Monte Vista	7.00	
Hillsdale to Almaden	7.80	
Extension of Monte Vista line .....	.44	
Total Coast Division	309.56	
<i>Southern Division</i> — Alcalde to Yuma, Arizona Territory	549.72	
Florence to Santa Ana	27.60	
Los Angeles to Santa Monica	16.83	
Los Angeles to San Pedro	23.68	
Thenard to Long Beach	3.80	
Studebaker to Whittier	5.90	
Miraflores to Tustin	10.80	
Near Martinez to Los Baños	104.61	
Berenda to Raymond	21.00	
Saugus to Elwood	91.50	
Fresno to Porterville	69.30	
Stockton to Milton	30.00	
Peters to Oakdale	19.00	
Porterville to Poso	34.96	
Change in line (Los Angeles to Yuma)	1.41	
Total Southern Division	1,010.11	1,319.67
SOUTHERN PACIFIC RAILROAD OF ARIZONA— Yuma, Arizona, to New Mexico State line		384.74
SOUTHERN PACIFIC RAILROAD OF NEW MEXICO— Arizona line to El Paso		171.06
SOUTH PACIFIC COAST RAILWAY (NARROW GAUGE)— San Francisco to Santa Cruz	80.60	
San Francisco to Santa Cruz (second track, 7.17)		
Alameda Point to Oakland, Fourteenth Street	1.80	
Alameda Point to Oakland, Fourteenth Street (second track, 1.79) ..		
Newark to Centreville	3.00	
Campbells to New Almaden	9.60	
Felton to Boulder Creek	7.30	
Junction of South Big Trees to Old Felton	1.70	
		104.00
Total Pacific System lines, December 31, 1890		4,483.57
Average for the year 1890		4,311.10

In addition to the railroad, there are also operated steamers on Sacramento and Feather Rivers, and ferry and transfer steamers on bay of San Francisco and tributaries.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.
Capital stock—Common ----	\$100 00	\$150,000,000 00	\$116,074,890 00	None.
Manner of Payment for Capital Stock.			Number of Shares.	Total Cash Realized.
Issued for cash			10,000.0	\$1,000,000 00
Issued for stock of leased railway companies			1,150,748.9	115,074,890 00
Totals			1,160,748.9	\$116,074,890 00

FUNDED DEBT.

(This company has no funded debt. The funded debt of lines operated is reported by lessor companies.)

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Loans and bills payable..... \$490,896 44	Cash..... \$653,446 49
Audited vouchers and accounts 1,958,013 74	Bills receivable..... 5,012 48
Wages and salaries..... 2,462,359 68	Due from agents..... 320,229 81
Net traffic balances due to other companies..... 133,788 16	Due from solvent companies and individuals... 1,541,543 27
Matured interest coupons unpaid (including coupons due January first)..... 2,457,238 60	Unadjusted accounts..... 427,281 22
Accrued interest on unmet coupons and notes..... 1,074,192 16	Due from United States Government for transportation of mails, supplies, etc..... 2,393,357 64
Net balance proprietary and affiliated companies..... 384,230 43	Balance—floating debt..... 3,619,848 30
Total..... \$8,960,719 21	Total..... \$8,960,719 21

Amount of interest and discount paid during year upon floating debt and current liabilities, \$315,021 89.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

STOCKS OWNED.

Name.	Total Par Value.	Rate.	Dividend.
Southern Pacific Railroad of California	\$60,481,550 00	-----	None.
Southern Pacific Railroad of Arizona	19,992,600 00	-----	None.
Southern Pacific Railroad of New Mexico	6,886,300 00	-----	None.
South Pacific Coast Railway Company	5,993,000 00	-----	None.
Northern Railway Company	12,696,700 00	-----	None.
Northern California Railway Company	1,277,500 00	-----	None.
Morgan's Louisiana and Texas Railroad and Steamship Company	4,994,000 00	20 per ct.	\$186,260 00
Louisiana Western Railroad Company	3,310,000 00	-----	None.
Texas and New Orleans Railroad Company of 1874.	4,997,500 00	-----	None.
Galveston, Harrisburg, and San Antonio Railway Company	26,506,800 00	-----	None.
New York, Texas, and Mexican Railway Company.	608,000 00	-----	None.
Mexican International Railroad Company	4,172,100 00	-----	None.
Union Compress and Warehouse Company	16,000 00	5 per ct.	\$800 00
Louisiana Sugar Exchange, of New Orleans	250 00	6 per ct.	960 00
Chamber of Commerce and Industry, of Louisiana.	100 00	-----	None.
New Orleans Board of Trade	100 00	-----	None.
Miscellaneous stocks	85,800 00	-----	None.
	\$152,018,300 00	-----	\$188,020 00

Cost of above stocks to company, \$115,723,815.

MISCELLANEOUS INCOME.

Items.	Gross Income.	Less Expense.	Net Miscellaneous Income.
Roads in Oregon operated from December 5, 1890 ...	\$7,552 36	\$7,146 85	\$405 51
Transportation lines in Louisiana and Texas	131,664 25	128,933 67	2,730 58
Rental of property owned	2,400 00	-----	2,400 00
Final settlement, account Cuero bridge	90 90	-----	90 90
	\$141,707 51	\$136,080 52	\$5,626 99

BONDS OWNED.

Name.	Total Amount Held.	Interest.
Galveston, Harrisburg, and San Antonio Railway Company (Western Division), second mortgage	\$1,110,000 00	None.

Cost of above bonds to company, \$999,000.

INCOME ACCOUNT.

Gross earnings from operation—Pacific System	\$34,857,709 76	
Atlantic System	13,344,285 01	
		\$48,201,994 77
Less operating expenses—Pacific System	\$21,976,218 34	
Atlantic System	9,061,511 33	
		31,007,729 67
Income from operation—Pacific System	\$12,881,491 42	
Atlantic System	4,312,773 68	
		\$17,194,265 10
Dividends on stocks owned	\$188,020 00	
Applicable to prior period	186,260 00	
	\$1,760 00	
Miscellaneous income—less expenses	5,626 99	
Rentals received—Pacific System	448,450 25	
Atlantic System	61,065 38	
Income from other sources		516,902 62
Total income		\$17,711,167 72
Deductions from income:		
Interest and discount on floating debt paid during year ..	\$315,021 89	
Taxes—Pacific System	1,008,747 00	
Atlantic System	225,551 43	
Rentals, including surplus earnings and interest on bonds—Pacific System	12,132,113 93	
Atlantic System	3,132,892 91	
Other deductions—Pacific System	836,111 71	
Betterments to lines, payable from income	265,625 63	
Total deductions from income		17,916,064 50
Net deficit		\$204,896 78
Surplus on December 31, 1889	\$2,274,312 44	
Settlement in 1890, for operations of prior periods	537,844 97	
		2,612,157 41
Surplus December 31, 1890		\$2,407,260 63

DR.		GENERAL BALANCE SHEET.	CR.
Bonds of other companies owned	\$999,000 00	Capital stock	\$116,074,890 00
Stocks of other companies owned	115,723,815 00	Floating debt	3,619,848 30
Other permanent investments	120,346 93	Profit and loss	2,407,260 63
Other assets:			
Materials and supplies—			
Pacific Sys. \$4,183,925 66			
Atlantic Sys. 1,074,911 34			
	5,258,837 00		
	\$122,101,998 93		\$122,101,998 93

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.	Appropriation of Resources.
Net income from operation...\$17,194,265 10	Interest paid \$315,021 89
Net income from other rail- road sources 512,742 62	Taxes 1,234,298 43
Net income from other prop- erties 4,160 00	Rentals 15,265,006 84
Net amount realized from stock issued 4,190,850 00	Reduction of floating debt... 849,876 50
Net amount from sales of se- curities, etc. 657 74	Permanent improvements, payable from income..... 265,625 63
Net amount decrease of other assets 736,460 57	Securities purchased 4,191,040 00
Receipts from other sources.. 337,844 97	Other properties purchased.. 20,000 00
	Net loss on other properties.. 200,000 00
	Other expenditures..... 836,111 71
\$22,976,981 00	\$22,976,981 00

EARNINGS FROM OPERATION—*Pacific System.*

Item.	Total Receipts.	Deductions, etc.	Actual Earn- ings.
Passenger revenue.....	\$10,587,433 99		
Less repayments, tickets redeemed.....		\$39,757 58	
Excess fares refunded.....		22,245 31	
Other repayments.....		34,163 26	
Total deductions.....		\$96,266 15	
Total passenger revenue.....			\$10,491,167 84
Mail.....			884,632 22
Express.....			428,891 85
Extra baggage and storage.....			123,521 52
Other items.....			531,471 17
Total passenger earnings.....			\$12,459,684 60
Freight revenue.....	\$21,519,186 05		
Less repayments, overcharged to shippers.....		\$294,840 92	
Other repayments.....		164,767 02	
Total deductions.....		\$459,607 94	
Total freight revenue.....			\$21,059,578 11
Other items.....			4,980 70
Total freight earnings.....			\$21,064,508 81
Total passenger and freight earnings.....			\$33,524,193 41
Other earnings from operations:			
Car mileage—balance.....			\$481,471 51
Telegraph companies.....			103,180 00
Rentals of buildings, tracks, yards, and terminals.....			135,090 00
Other sources.....			418,706 71
			195,068 13
Total other earnings.....			\$1,333,516 35
Total gross earnings from operation.....			\$34,857,709 76

OPERATING EXPENSES—*Pacific System.*

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway.....	\$2,900,685 00
Renewals of rails.....	453,843 72
Renewals of ties.....	490,512 19
Repairs of bridges and culverts.....	470,152 38
Repairs of fences, road-crossings, signs, and cattle guards.....	98,065 24
Repairs of buildings.....	238,604 22
Repairs of docks and wharves.....	94,439 47
Repairs of telegraph.....	1,515 25
Other expenses.....	136,306 97
Repairs of snow sheds.....	426,356 52
Snow service.....	410,308 68
Total.....	\$5,720,789 64
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,046,938 40
Repairs and renewals of passenger cars.....	540,651 67
Repairs and renewals of freight cars.....	962,219 68
Repairs and renewals of ferry-boats, tugs, floats, barges, and river steamers.....	109,339 85
Shop machinery, tools, etc.....	86,231 50
Other expenses.....	122,731 87
Total.....	\$2,868,172 97
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen.....	\$1,637,187 16
Fuel for locomotives.....	4,072,661 44
Water supply for locomotives.....	143,268 58
All other supplies for locomotives.....	95,447 48
Wages for other trainmen.....	1,113,132 45
All other train supplies.....	157,857 95
Wages of switchmen, flagmen, and watchmen.....	343,273 28
Expense of telegraph, including train dispatchers and operators.....	395,410 64
Wages of station agents, clerks, and laborers.....	1,542,896 39
Station supplies.....	95,638 84
Switching charges—balances.....	14,703 73
Engine and car mileage—balances.....	464,370 24
Loss and damage.....	146,178 80
Injuries to persons.....	188,436 20
Barges, floats, tugs, ferry-boats, and river steamers, expenses of, including wages, fuel, and supplies.....	655,734 32
Other expenses.....	252,413 14
Total.....	\$11,317,980 64
General expenses:	
Salaries of officers.....	\$323,993 64
Salaries of clerks.....	541,161 81
General office expenses and supplies.....	53,205 64
Commercial agencies, including salaries and rent.....	152,559 66
Advertising.....	71,857 07
Commissions.....	48,348 20
Insurance.....	38,504 09
Expense of traffic associations.....	19,940 25
Rents of buildings, tracks, yards, terminal, etc.....	229,873 63
Legal expenses.....	279,115 97
Stationery and printing.....	87,505 89
Other general expenses.....	223,209 24
Total.....	\$2,069,275 09
Recapitulation of expenses:	
Maintenance of way and structures.....	\$5,720,789 64
Maintenance of equipment.....	2,868,172 97
Conducting transportation.....	11,317,980 64
General expenses.....	2,069,275 09
Grand total.....	\$21,976,218 34
Percentage of operating expenses to earnings.....	63.05

RENTALS PAID.

Items.	Interest on Bonds Guaranteed.	Cash.	Total.
Rents paid for leased roads:			
<i>Pacific System.</i>			
Southern Pacific Railroad of California.....	\$2,550,942 99	\$1,082,399 14	\$3,633,342 13
Southern Pacific Railroad of Arizona.....	600,000 00	245,999 81	845,999 81
Southern Pacific Railroad of New Mexico.....	250,800 00	147,599 88	398,399 88
South Pacific Coast Railway.....	220,000 00	3,600 00	220,000 00
Northern Railway.....	548,657 50	485,629 76	1,037,887 26
Northern California Railway.....	19,208 33	-----	19,208 33
Central Pacific Railroad.....	3,414,442 70	1,360,000 00	4,774,442 70
Oregon and California Railroad.....	708,150 00	257,429 71	448,720 29
California Pacific Railroad.....	-----	600,000 00	600,000 00
Union Pacific Railway.....	-----	20,000 00	20,000 00
Galveston, Harrisburg, and San Antonio Railway.....	-----	5,661 38	5,661 38
Total Pacific System.....	\$8,312,201 52	\$3,691,460 26	\$12,003,661 78
<i>Atlantic System.</i>			
Morgan's Louisiana and Texas Railroad and Steamship Co.....	\$452,088 27	\$565,799 55	\$1,017,887 82
Louisiana Western Railroad.....	134,400 00	172,199 86	306,599 86
Galveston, Harrisburg, and San Antonio Railway.....	1,026,260 00	200,760 24	825,499 76
Texas and New Orleans Railroad.....	272,940 00	562,865 22	835,805 22
Gulf, Western Texas, and Pacific Railway.....	-----	141,576 63	141,576 63
New York, Texas, and Mexican Railway.....	61,930 00	73,956 48	12,026 48
Texas and Pacific Railway—Alexandria Extension.....	-----	10,620 00	10,620 00
Total Atlantic System.....	\$1,947,618 27	\$895,191 28	\$2,842,809 55
Other rentals paid:			
<i>Pacific System.</i>			
Terminal property at San Francisco, etc.....	-----	\$64,209 80	\$64,209 80
Steamer Herald.....	-----	209 68	209 68
Steamer Amador.....	-----	6,000 00	6,000 00
Willamette River Bridge.....	-----	5,000 00	5,000 00
Colorado River Bridge.....	-----	11,000 00	11,000 00
Rio Grande Bridge.....	-----	11,000 00	11,000 00
Terminal at Portland.....	-----	31,000 00	31,000 00
Office at Portland.....	-----	32 67	32 67
Total Pacific System.....	-----	\$128,452 15	\$128,452 15
<i>Atlantic System.</i>			
Steamships El Paso, El Dorado, El Monte, El Mar, El Sol.....	-----	\$290,083 36	\$290,083 36
Total Pacific System.....	\$8,312,201 52	\$3,819,912 41	\$12,132,113 93
Total Atlantic System.....	1,947,618 27	1,185,274 64	3,132,892 91
Grand total.....	\$10,259,819 79	\$5,005,187 05	\$15,265,006 84

IMPORTANT CHANGES DURING THE YEAR.

New Road Put in Operation.—Lines were opened for business as follows: S. P. R. R. of Cal., Coast Division, June twenty-eighth, extension of Monte Vista line, .44 of a mile; S. P. R. R. of Cal., Southern Division, December twenty-fourth, Porterville to Poso, 34.96 miles; Southern Division and Northern Railway, December thirty-first, changes in line, .76 of a mile.

Leases Taken.—On December fifth, the Oregon and California Railroads purchased the east side of the Oregonian Railroad from Woodburn to Coburg, 79.80 miles, which was included with the lines of that company under lease of July 1, 1887. On December fifth the Oregonian Railroad was acquired by lease, 57.50 miles.

Capital Stock Issued.—\$4,190,850 of stock was issued during the year, for the purpose of acquiring ownership of additional stock of proprietary lines.

On April twenty-fourth this company purchased the steam barge "Acme," and on June twenty-fourth the barge "Oroville," as additional equipment of Marysville steam-boat line.

CONTRACTS, AGREEMENTS, ETC.—*Pacific System.*

1. *Express Companies.*—Contracts with Wells, Fargo & Co. provide that the railroad shall transport express matter, and payment shall be made for such service by Wells, Fargo & Co. at agreed rates for the traffic actually transported.

2. *Mails.*—Rates are fixed by the Government. On the Central and Southern Pacific Railroads these rates are subject to the terms of the several Acts of Congress granting aid for the construction of said railroads.

3. *Sleeping, Parlor, or Dining Car Companies.*—Sleeping cars are operated by Pullman Palace Car Company, which company owns an interest in the cars; the net profit or loss from their operation is divided in proportion to the interest owned by each company. Pullman Palace Car Company owns no interest in dining cars, but operates them on account of this company.

4. *Freight or Transportation Companies or Lines.*— } These contracts principally concern interstate transportation.
5. *Other Railroad Companies.*— }
6. *Steamboat or Steamship Companies.*— }

7. *Telegraph Companies.*—Telegraph lines are operated jointly by Western Union Telegraph Company and this company, under several contracts entered into by the several leased railroads.

8. *Other Contracts.*—The Central Pacific Railroad, the Southern Pacific Railroad, and the Oregon and California Railroad, each received aid in its construction from the United States, and is subject, by the Act granting such aid, to certain restrictions and conditions regarding the transportation of freights, passengers, and mails.

These Acts of Congress constitute contracts between the railroads and the United States.

EMPLOYÉS AND SALARIES.—*Pacific System.*

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers	73	\$323,993 64	\$14 18
General office clerks	463	541,161 81	3 73
Station agents (including agents also acting as telegraph operators)	469	383,027 25	2 61
Other station men	1,637	1,307,709 14	2 55
Enginemen	609	910,248 33	4 35
Firemen	643	517,971 33	2 57
Conductors	336	412,598 73	3 92
Other trainmen	771	700,533 72	2 90
Machinists	329	370,875 12	3 60
Carpenters	661	655,270 32	3 17
Other shopmen	2,130	1,739,959 49	2 61
Section foremen	565	475,433 28	2 69
Other trackmen	3,923	1,885,268 16	1 54
Switchmen, flagmen, and watchmen	397	343,273 28	2 76
Telegraph operators and dispatchers (excluding agents also acting as operators)	261	247,140 24	3 03
Employés—account floating equipment	329	289,382 16	2 81
All other employés and laborers	865	798,536 17	2 95
Totals	14,521	\$11,902,382 17	-----

The daily compensation is based on three hundred and thirteen days to the year.

PASSENGER, FREIGHT, AND TRAIN MILEAGE—*Pacific System.*

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	16,556,283	
Number of passengers carried one mile.....	487,904,738	
Average distance carried—miles.....	29.47	
Total passenger revenue.....		\$10,491,167 84
Amount received from each passenger.....		6 34
Average receipts per passenger per mile.....		02.15
Passenger earnings per mile of road, average 4,311.10 miles.....		2,433 52
Passenger earnings per train mile.....		1 45
Freight traffic:		
Number of tons carried of freight earning revenue.....	6,292,069	
Number of tons carried one mile.....	1,260,513,051	
Average distance haul of one ton—miles.....	200.33	
Total freight revenue.....		21,064,508 81
Amount received for each ton of freight.....		3 34.8
Average receipts per ton per mile.....		01.67
Freight earnings per mile of road, average 4,311.10 miles.....		4,886 11
Freight earnings per train mile—north or east.....		2 29
Freight earnings per train mile—south or west.....		
Passenger and freight:		
Passenger and freight earnings.....		31,555,676 65
Passenger and freight earnings per mile of road, aver- age 4,311.10 miles.....		7,319 63
Total earnings per mile of road, including mail, express, etc., average 4,311.10 miles.....		8,085 57
Train mileage:		
Miles run by passenger trains.....	7,049,245	
Miles run by freight trains.....	8,678,366	
Miles run by mixed trains.....	708,787	
Total mileage trains earning revenue.....	16,436,398	
Miles run by switching trains.....	2,094,663	
Miles run by construction and other trains.....	1,166,117	
Total train mileage.....	19,697,178	
Mileage of loaded freight cars—south or west.....	113,257,224	
Mileage of empty freight cars—south or west.....	28,689,404	
Average number of freight cars in train.....	15.41	
Average number of loaded cars in train.....	12.30	
Average number of empty cars in train.....	3.11	
Average number of tons of freight in train.....	136.86	
Average number of tons of freight in each loaded car.....	11.13	

FREIGHT TRAFFIC MOVEMENT—(Company's material included)—*Pacific System.*

Commodities.	Tons.	Per Cent.
Products of agriculture:		
Grain	1,086,912	17.27
Flour	93,222	1.58
Other mill products	76,057	1.21
Hay	191,341	3.04
Tobacco	4,937	.08
Cotton	793	.01
Fruit and vegetables	272,307	4.33
Other products	39,495	.63
Products of animals:		
Live stock	217,684	3.46
Dressed meats	12,995	.20
Other packing-house products	3,551	.05
Poultry, game, and fish	17,753	.28
Wool	25,874	.41
Hides and leather	14,603	.23
Other products	9,547	.15
Products of mines:		
Anthracite coal	202,930	3.22
Bituminous coal		
Coke	45,655	.72
Ores	58,661	.93
Stone, sand, and other like articles	196,405	3.12
Base metals, pig or bar	16,246	.23
Other products	44,236	.70
Products of forest:		
Wood	200,122	3.18
Lumber	511,947	8.13
Other products	66,776	1.06
Manufactures:		
Petroleum and other oils	82,784	1.31
Sugar	69,321	1.10
Naval stores	401	.01
Iron, pig and bloom	3,950	.06
Iron and steel rails	10,583	.17
Other castings and machinery	22,059	.35
Bar and sheet metal	52,540	.83
Cement, brick, and lime	164,020	2.60
Agricultural implements	11,492	.18
Wagons, carriages, tools, etc.	28,903	.46
Wines, liquors, and beers	115,312	1.83
Household goods and furniture	17,060	.27
Other products	205,365	3.26
Merchandise	965,304	15.34
Miscellaneous:		
Other commodities not mentioned above	107,383	1.71
Company freight	1,025,493	16.30
Total tonnage	6,292,069	100.00

DESCRIPTION OF EQUIPMENT—*Pacific System.*

	Added During Year.	Total at End of Year.	With Train Brake.	With Automatic Coupler.
Locomotives:				
Passenger	7	731	715	-----
Freight				
Switching				
Totals	7	731	715	-----
Cars in passenger service:				
First class passenger cars	4	506	506	506
Second class passenger cars				
Combination passenger cars				
Emigrant and tourist cars		125	125	125
Dining cars	3	3	3	3
Parlor cars		5	5	5
Sleeping cars		80	80	80
Baggage, express, and postal cars	17	202	202	202
Other cars in passenger service		10	10	10
Totals	24	931	931	931
Cars in freight service:				
Box cars	5	8,533	7,435	-----
Flat cars (December)	499	4,551	3,328	-----
Fruit cars (December)	12	579	579	152
Coal cars (previously reported as flat cars)	526	526	526	-----
Powder cars		3	3	-----
Oil cars		3	3	-----
Other cars (caboose)	6	246	2	2
Totals	26	14,441	11,876	154
Cars in company's service:				
Station cars	1	61	6	-----
Derrick cars and fenders	3	42	37	-----
Water cars	1	82	82	-----
Other road cars	20	155	15	-----
Totals	25	340	140	-----
Total leased	75	15,712	12,947	1,085
Grand total	75	15,712	12,947	1,085

Nearly all are equipped with Westinghouse air brakes, and nearly all with Miller & Fox couplers.

MILEAGE OF ROAD OPERATED—*Pacific System.*

Line in Use.	Leased.	Total Mileage.	Acquired During Year.	Iron Rails.	Steel Rails.	Ferry.
Length of single track	4,483.57	4,483.57	173.46	428.04	4,045.84	9.69
Length of second track	44.96	44.96	-----	.89	44.07	-----
Length of yard track, sidings, and spurs	812.36	812.36	30.89	812.36	-----	-----
Aggregate length of all tracks	5,340.89	5,340.89	204.35	1,241.29	4,089.91	9.69
Mileage of line by States and Territories:						
State of California	2,711.79	2,711.79	36.16	302.07	2,400.03	9.69
State of Oregon	612.10	612.10	137.30	125.97	486.13	-----
State of Texas	3.76	3.76	-----	-----	3.76	-----
State of Nevada	448.73	448.73	-----	-----	448.73	-----
Territory of Utah	154.64	154.64	-----	-----	154.64	-----
Territory of Arizona	385.25	385.25	-----	-----	385.25	-----
Territory of New Mexico	167.30	167.30	-----	-----	167.30	-----
	4,483.57	4,483.57	173.46	428.04	4,045.84	9.69

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 16,874,223²³/₂₃₄₀ tons. Average price of rails at distributing point, steel, \$50 per ton.

New ties laid during year, cedar, pine, fir, and redwood, 1,291,869. Average price at distributing point, 40 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES—*Pacific System.*

Locomotives.	Coal— Tons.	Wood— Cords.	Total Fuel Consumed— Tons.*	Miles Run.	Average Pounds Consumed per Mile.
Passenger	163,090	34,720	180,450	7,049,245	51 ² / ₁₀
Freight	312,798	80,138	352,868	8,678,366	81 ¹ / ₁₀
Switching	37,178	6,035	40,196	2,094,663	38 ³ / ₁₀
Construction	12,717	16,893	21,164	1,166,117	36 ¹ / ₁₀
Mixed	16,225	3,867	18,159	708,787	51 ² / ₁₀
Totals	542,010	141,655	612,837	19,697,178	62 ² / ₁₀
Average cost at distribut- ing point	\$6 18	\$4 70	\$6 55		

* Two cords of wood equivalent to one ton of coal.

ACCIDENTS—*In California.*

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers	17	106	123	Collisions	15	38	54
Employés	44	408	452	Derailments	2	29	31
Other persons	54	132	186	Coupling cars	2	134	136
				Grade crossings	6	19	25
				Other causes	90	425	515
Totals	115	646	761	Totals	115	646	761

CHARACTERISTICS OF ROAD—*Pacific System.*

Working Divisions or Branches.	Length—Miles	Alignment.			Profile.						Ferry	
		Number of Curves.	Aggregate Length of Curved Lines—Miles	Length of Straight Track—Miles	Length of Level Track—Miles	Number of Ascending Grades.	Sum of Ascents—Feet	Aggregate Length of Ascending Grades—Miles	Number of Descending Grades.	Sum of Descents—Feet	Aggregate Length of Descending Grades—Miles	
Southern Pacific Railroad of California	1,319.67	1,428	274.50	1,045.17	220.62	700	18,056.79	608.77	567	14,991.17	480.28	
Southern Pacific Railroad of Arizona	384.74	665	59.56	325.18	47.39	88	6,705.90	241.27	66	2,746.20	95.48	
Southern Pacific Railroad of New Mexico	171.06	93	18.34	152.72	46.77	59	1,326.41	49.77	101	1,713.72	74.52	
Northern Railway	390.38	520	86.99	302.39	79.10	374	6,205.70	220.70	238	2,019.50	89.58	
South Pacific Coast Railway	104.00											1.00
Central Pacific Railroad	1,349.64	1,878	401.11	944.84	223.07	1,597	21,019.63	687.70	1,053	13,736.54	435.18	3.69
Central Pacific Railroad (road leased from Union Pacific Railway from Ogden west)	5.00	1	.07	4.93	.80	3	40.10	3.18	1	32.40	1.02	
Central Pacific Railroad (trackage leased from Northern Railway from Brighton to Sacramento*)	5.64											
Oregon and California Railroad	554.60											
Oregonian Railroad	57.50											
California Pacific Railroad	115.44	66	14.58	98.86	21.90	119	997.48	50.65	89	702.52	40.89	2.00
Northern California Railroad	25.90	59	4.29	21.61	5.50	39	277.60	15.90	21	136.40	4.50	
	4,483.57											9.69

*Grades and alignment included in Northern Railway.

Bridges in California: stone, none; iron, 33; wooden, 186; combination, 3.

Trestles in California: aggregate length, 270,813 feet.

Tunnels in California: number, 68; maximum length, $6,966\frac{5}{10}$ feet; minimum length, 85 feet; aggregate length of all tunnels, $45,529\frac{2}{10}$ feet.

Gauge of track in California: 2,560.90 miles of 4 feet $8\frac{1}{2}$ inches; 141.20 miles of 3 feet.

Telegraph owned by this company, none; operated by this company for train purposes in California, 2,711.79 miles.

Number of stations on all roads operated by this company in California, 929; number of stations on all roads owned by this company in California, none.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Southern Pacific Company, and G. L. Lansing, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

CHARLES F. CROCKER,
Vice-President.
G. L. LANSING,
Secretary.

Subscribed and sworn to before me, this seventh day of July, 1891.

[SEAL]

E. B. RYAN,
Notary Public.

CALIFORNIA PACIFIC RAILROAD COMPANY.

HISTORY.

1. Name of the common carrier making this report: California Pacific Railroad Company.

2. Date of organization: December 23, 1869.

3. Under the laws of what Government, State, or Territory organized: General railroad laws of State of California, approved May 20, 1861.

4. California Pacific Railroad Company, incorporated January 6, 1865; San Francisco and Marysville Railroad Company, incorporated October 26, 1857; Sacramento and San Francisco Railroad Company, incorporated December 2, 1864; California Pacific Extension Railroad Company, incorporated April 5, 1869; Napa Valley Railroad Company, incorporated March 2, 1864.

5. Date and authority for consolidation: December 23, 1869. General railroad laws of the State of California.

7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
R. P. Hammond	San Francisco	April 8, 1891.
N. T. Smith	San Francisco	April 8, 1891.
Geo. Crocker	San Francisco	April 8, 1891.
J. L. Willcut	San Francisco	April 8, 1891.
C. F. Crocker	San Francisco	April 8, 1891.
W. V. Huntington	San Francisco	April 8, 1891.
Timothy Hopkins	San Francisco	April 8, 1891.

Number of stockholders at date of last election: 132.

Last meeting of stockholders for election of Directors: April 9, 1890.

Post Office address of general office: Fourth and Townsend Streets, San Francisco.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	R. P. Hammond	San Francisco.
Vice-President	N. T. Smith	San Francisco.
Secretary	W. V. Huntington	San Francisco.
Treasurer	Timothy Hopkins	San Francisco.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.
Capital stock	\$100 00	\$12,000,000 00	\$12,000,000 00	None.

Manner of payment for capital stock: Issued for cash, 120,000 shares; total cash realized, \$12,000,000.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.
First mortgage—January 1, 1867	\$2,250,000 00	\$2,232,000 00
Second mortgage—August 9, 1871	1,600,000 00	1,600,000 00
Third mortgage, A—July 1, 1905	2,000,000 00	1,998,500 00
Third mortgage, B—July 1, 1905	1,000,000 00	1,000,000 00
Totals	\$6,850,000 00	\$6,830,500 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage—January 1, 1867	4½ per cent....	\$100,440 00	\$100,395 00
Second mortgage—August 9, 1871	6 per cent....	96,000 00	88,410 00
Third mortgage, A—July 1, 1905 .....	.....	120,000 00	120,735 00
Third mortgage, B—July 1, 1905	3 per cent....	30,000 00	28,297 50
Totals .....	.....	\$346,440 00	\$337,837 50

The first mortgage bonds were extended from January 1, 1887, to January 1, 1912, and the interest reduced from 6 per cent to 4½ per cent per annum.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgages	Vallejo to Sacramento	60.39
Second mortgages	Napa Junction to Calistoga	34.48
Third mortgages, Series A	Davisville to Knights Landing..	18.64
Third mortgages, Series B		

All equipment mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Matured interest coupons unpaid (including coupons due January 1)	Due from solvent companies and individuals
Miscellaneous	Other cash assets unadjusted
Balance cash assets	
Total	Total

Amount of interest and discount paid during year upon floating debt and current liabilities, \$15,991 66.

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock	\$12,000,000 00
Funded debt	6,830,500 00
Total	\$18,830,500 00

Capital stock and mortgage cover railroad, telegraph line, rolling stock, wharves, etc. The amount per mile of railroad therefore cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.
(Paid by the Southern Pacific Company, lessee.)

Items.	Expenditures, not Operating Expenses.	Credits Prop- erty and Material Sold.	Differences, etc.
Construction:			
Bridges and trestles	\$11,648 61	\$7,762 22	\$3,886 39
Other superstructure	903 51	12 09	891 42
Buildings, furniture, and fixtures	1,177 12		1,177 12
Sidings and yard extensions	819 65	818 85	80
Other items	17 29		17 29
Total construction	\$14,566 18	\$8,593 16	\$5,973 02

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$19,537,072 60; credit during year, \$428 57; total cost to December, 1890, \$19,536,644 03.

INCOME ACCOUNT.

Income from leased roads		\$600,000 00
Interest on funded debt	\$2,491 00	
Interest and discount on floating debt	346,440 00	
Taxes	15,991 66	
Total		364,922 66
Net income for the year		\$235,077 34
Surplus on December 31, 1889		651,388 58
Surplus on December 31, 1890		\$886,465 92

DR.	GENERAL BALANCE SHEET.	CR.
Cost of road and equipment. \$19,536,644 03	Capital stock	\$12,000,000 00
Cash items..... 180,321 89	Funded debt	6,830,500 00
	Profit and loss	886,465 92
Total	Total	\$19,716,965 92

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.	Appropriation of Resources.
Net income from rental..... \$600,000 00	Interest on funded debt paid... \$337,837 50
Net amount realized from bonds issued..... 500 00	Other interest paid..... 15,991 66
Exchange of debenture bond.... 428 57	Reduction of floating debt..... 208,015 00
	Increase of cash assets..... 36,593 41
	Other expenditures..... 2,491 00
Total	Total
\$600,928 57	\$600,928 57

IMPORTANT CHANGES DURING THE YEAR.

By an indenture dated November 6, 1890, means were provided for the extension of the second mortgage bonds, due January 1, 1911, and interest reduced thereon from 6 per cent to $4\frac{1}{2}$ per cent per annum. This extension is now being made.

DESCRIPTION OF ROAD.

The road was opened for public use in the year 1868-69, while in the hands of contractors, who turned the road over to the company in January, 1870. No data is at hand showing the various dates for opening business.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

N. T. Smith, Vice-President of the California Pacific Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

N. T. SMITH.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eighteenth day of May, 1891.

[SEAL]

E. B. RYAN,
Notary Public.

CENTRAL PACIFIC RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Central Pacific Railroad Company.
2. Date of organization: August 22, 1870.
3. Under laws of what Government, State, or Territory organized: Incorporated under the laws of California and of the United States. California: General railroad laws of 1861, approved May 20, 1861. United States: 12 Stat. 489, 13 Stat. 356, 14 Stat. 239.
4. Central Pacific Railroad Company, consolidated June 23, 1870.
 Central Pacific Railroad Company of California (chartered June 28, 1861; amended October 8, 1864).
 Western Pacific Railroad Company, chartered December 13, 1862. } Western Pacific Railroad Company, consolidated November 2, 1869.
 San Francisco Bay Railroad Company, chartered September 25, 1868. }
 California and Oregon Railroad Company, chartered June 30, 1865. } California and Oregon Railroad Company, consolidated January 16, 1868.
 Marysville Railroad Company, chartered November 29, 1867. }
 Yuba Railroad Company, chartered November 17, 1862. }
 San Francisco, Oakland, and Alameda Railroad Company, consolidated June 29, 1870.
 San Francisco and Alameda Railroad Company, chartered March 25, 1863. } San Francisco and Alameda Railroad Company, consolidated October 15, 1868.
 San Francisco, Alameda, and Stockton Railroad Company, chartered December 8, 1863. }
 San Francisco and Oakland Railroad Company, chartered October 21, 1861.
 San Joaquin Valley Railroad Company, chartered February 5, 1868.
 The above four roads were consolidated August 22, 1870, under the name of the "Central Pacific Railroad Company."
5. Authority: General railroad laws of California. Date: See No. 4.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Leland Stanford	San Francisco	April 14, 1891.
C. P. Huntington	No. 23 Broad Street, New York.	April 14, 1891.
C. F. Crocker	San Francisco	April 14, 1891.
A. N. Towne	San Francisco	April 14, 1891.
Timothy Hopkins	San Francisco	April 14, 1891.
E. H. Miller, Jr.	San Francisco	April 14, 1891.
C. E. Bretherton	London, England	April 14, 1891.

Number of stockholders at date of last election: 1,703.

Last meeting of stockholders for election of Directors: April 8, 1890.

Post Office address of general office: Fourth and Townsend Streets, San Francisco, and 23 Broad Street, New York.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	Leland Stanford	San Francisco.
Vice-President	C. P. Huntington	23 Broad St., New York.
Vice-President	C. F. Crocker	San Francisco.
Vice-President	A. N. Towne	San Francisco.
Secretary	E. H. Miller, Jr.	San Francisco.
Treasurer	Timothy Hopkins	San Francisco.
Assistant Treasurer	H. A. Cummings	San Francisco.
Chief Engineer	William Hood	San Francisco.
General Solicitor	Creed Haymond	San Francisco.
Land Commissioner	W. H. Mills	San Francisco.

Operating officers reported by Southern Pacific Company, lessee.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Rate of Dividend.	Amount.
Capital stock—common -----	\$100 00	\$100,000,000 00	\$68,000,000 00	2 per cent.	\$1,345,510 00

Dividends paid are on \$67,275,500 capital stock, \$724,500 being owned by company.

Manner of payment for capital stock: Issued for cash, 680,000 shares; total cash realized, \$68,000,000. There have been so many consolidations that it is impossible now to correctly trace the manner of payment for all the capital stock. It was issued for cash or its equivalent in material, labor, or services.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.
C. P. R. R. 1st mortg. A—July 1, 1865; due July 1, 1895..	\$3,000,000 00	\$2,995,000 00
C. P. R. R. 1st mortg. B—July 1, 1866; due July 1, 1896..	1,000,000 00	1,000,000 00
C. P. R. R. 1st mortg. C—July 1, 1866; due July 1, 1896..	1,000,000 00	1,000,000 00
C. P. R. R. 1st mortg. D—July 1, 1866; due July 1, 1896..	1,390,000 00	1,383,000 00
C. P. R. R. 1st mortg. E—Jan. 1, 1867; due Jan. 1, 1897..	4,000,000 00	3,997,000 00
C. P. R. R. 1st mortg. F—Jan. 1, 1868; due Jan. 1, 1898..	4,000,000 00	3,989,000 00
C. P. R. R. 1st mortg. G—Jan. 1, 1868; due Jan. 1, 1898..	4,000,000 00	3,999,000 00
C. P. R. R. 1st mortg. H—Jan. 1, 1868; due Jan. 1, 1898..	4,000,000 00	3,999,000 00
C. P. R. R. 1st mortg. I—Jan. 1, 1868; due Jan. 1, 1898..	3,525,000 00	3,511,000 00
W. P. R. R. bonds, old issue—Dec. 1, '65; due Dec. 1, '95..	-----	*111,000 00
W. P. R. R. 1st mortg. A—July 1, 1869; due July 1, 1899..	1,970,000 00	1,859,000 00
W. P. R. R. 1st mortg. B—July 1, 1869; due July 1, 1899..	765,000 00	765,000 00
Cal. & Oregon, A—Jan. 1, 1868; extended to Jan. 11, 1918	6,000,000 00	5,982,000 00
C. P. (C. & O. Div.), B—Jan. 1, 1872; due Jan 1, 1892..	7,200,000 00	5,858,000 00
San Joaquin Valley bonds—Oct. 1, 1870; due Oct. 1, 1900	608,000 00	6,080,000 00
Land Grant bonds—Oct. 1, '70; estimated to Oct 1, 1900.	10,000,000 00	+4,258,000 00
Fifty-year bonds of 1936—Oct 1, 1886; due Oct. 1, 1936..	16,000,000 00	56,000 00
Fifty-year bonds of 1939—Apr. 1, 1889; due Apr. 1, 1939..	16,000,000 00	†11,000,000 00
S. F. O. & A. R. R. bonds—July 1, 1870; due July 1, 1890..	1,500,000 00	\$
Totals -----	\$91,430,000 00	\$61,852,000 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
C. P. R. R. first mortgage bonds A, B, C, D, E, F, G, H, I.....	6 per ct., Jan. & July..	†\$1,552,980 00	†\$1,543,860 00
W. P. R. R. bonds, old issue	6 per ct., June & Dec..	6,660 00	6,660 00
W. P. R. R. first mortgage A.....	6 per ct., Jan. & July..	157,440 00	141,090 00
W. P. R. R. first mortgage B.....	6 per ct., Jan. & July..	299,400 00	297,650 00
California & Oregon, A.....	5 per ct., Jan. & July..	351,480 00	350,700 00
C. P. (C. & O. Div.), B.....	6 per ct., Jan. & July..	364,800 00	365,940 00
San Joaquin Valley bonds.....	6 per ct., April & Oct..	191,745 00	257,460 00
Land Grant bonds.....	5 per ct., April & Oct..	532,250 00	3,482 13
Fifty-year bonds of 1936.....	6 per ct., April & Oct..	451,387 50	496,700 00
Fifty-year bonds of 1939.....	8 per ct., Jan. & July..	5,320 00	10,640 00
S. F. O. & A. R. R. bonds.....	-----	-----	-----
Totals -----	-----	\$3,437,919 63	\$3,474,302 13

*\$111,000 of W. P. R. R. bonds, series A, are held to take up or exchange for those of the old issue outstanding.

†Land Grant bonds maturing October 1, 1890, were extended to October 1, 1900, with interest at 5 per cent per annum, except \$3,000 redeemed.

‡\$8,000 5 per cent fifty-year bonds were issued in exchange for \$8,000 6 per cent fifty-year bonds redeemed; \$2,628,000 were sold; the \$1,500,000 in hands of land mortgage trustees were returned to the company.

§The remainder of these bonds were redeemed July 1, 1890, the date of their maturity, from the sinking fund existing for that purpose.

¶ Paid by S. P. Co.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
C. P. R. R. 1st mortgage bonds, A D.	Sacramento to California State line.....	139.76
C. P. R. R. 1st mortgage bonds, E I.	California State line to 5 miles west of Ogden.	597.74
W. P. R. R. bonds, old issue.....	San José to 100 miles east.....	123.16
W. P. R. R. 1st mortgage bonds, A.	San José to Brighton.....	24.00
W. P. R. R. 1st mortgage bonds, B.	Niles to Oakland.....	296.50
California and Oregon bonds, A & B.	Roseville to C. & O. State line.....	17.31
S. F., Oakland, and Alameda bonds.	Oakland and Alameda local lines.....	146.08
San Joaquin Valley bonds.....	Lathrop to Goshen.....	
C. P. R. R. land grant bonds.....	All lands granted by U. S. unsold Oct. 1, 1870.	
Fifty-year bonds of 1939.....	All property.....	

All equipment mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable.....	\$2,500,000 00	Cash.....	\$257,621 01
Audited vouchers and accounts.....	254,736 29	Bills receivable.....	45,165 34
Sinking funds uninvested.....	1,134,024 05	Due from Southern Pacific Company.....	3,365,037 21
Dividends not called for.....	71,417 00	Due from solvent companies and individuals.....	1,983,021 52
Matured interest coupons un- paid.....	7,610 00	Due from United States over all requirements.....	1,068,161 67
Trustees' land grant mortgage.....	242,447 74		
Balance cash assets.....	2,508,771 67		
Total.....	\$6,719,006 75	Total.....	\$6,719,006 75

Amount of interest and discount paid during year upon floating debt and current liabilities is reported by the Southern Pacific Company, lessee.

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock.....	\$68,000,000 00
Funded debt.....	61,852,000 00
United States bonds.....	27,855,680 00
Total.....	\$157,707,680 00

Capital stock and mortgages cover railroad, telegraph lines, rolling stock, ferry and river steamers, etc.; also, lands granted by the United States. The amount per mile of road cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.

(Paid by Southern Pacific Company, lessee.)

Items.	Expenditures, not Operating Expenses.	Credits Prop- erty and Material Sold.	Differences, etc.
Construction:			
Other real estate, station grounds, etc.	\$13,124 20	-----	\$13,124 20
Fences	1,206 49	-----	1,206 49
Bridges and trestles	55,454 09	\$1,128 75	54,325 34
Fuel stations	4,638 89	-----	4,638 89
Snowsheds	2,632 09	760 00	1,872 09
Buildings, furniture, and fixtures	35,860 70	815 41	35,045 29
Road machinery	12,821 90	-----	12,821 90
Wharfing, etc.	1,135 58	-----	1,135 58
Sidings and yard extensions	57,127 89	12,185 83	44,942 06
Other items	13,897 80	-----	13,897 80
Water stations	40,286 55	461 88	39,824 67
Total construction	\$249,365 49	\$16,985 83	\$232,379 66
Equipment:			
Locomotives	-----	\$6,000 00	*\$6,000 00
Passenger cars	\$4,190 60	-----	4,190 60
Freight cars and cabooses	-----	1,250 00	*1,250 00
Other cars of all classes	747 00	-----	747 00
Floating equipment	4,578 45	-----	4,578 45
Total equipment	\$9,516 05	\$7,250 00	\$2,266 05
Grand total construction and equipment (added by lessee)	\$258,881 54	\$24,235 83	\$234,645 71

* Credit.

In addition to the above, the Central Pacific Railroad Company expended for its own account as follows: Real estate, \$2; exchanging Central Pacific 5 per cent for 6 per cent fifty-year bonds (\$8,000), \$1,146 11; three steam snowplows, \$51,724 60; four postal storage cars, \$15,258 77; three dining cars, \$42,220 95; total, \$110,352 43.

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$168,765,768 16; net additions during year, \$110,352 43; total cost to December 31, 1890, \$168,876,120 59.

STOCKS OWNED.

Name.	Total Par Value.
16,800 shares New York News and Mississippi Valley Company	\$1,680,000 00
826,428 shares first preferred Chesapeake and Ohio Railway Company	82,642 80
34,405 shares Coos Bay Oregon Coal Company	3,449,500 00
1,600 shares Sacramento Transportation Company	160,000 00
233 shares Colfax and Forest Hill Commercial Company	4,660 00
7,245 shares Central Pacific Railroad Company	724,500 00
	\$6,101,302 80

The stock of the Sacramento Transportation Company paid dividends as follows: In 1889, $4\frac{1}{2}$ per cent, amounting to \$7,200; in 1890, $3\frac{3}{4}$ per cent, amounting to \$6,000; total, \$13,200.

BONDS OWNED.

Fractional United States bonds of the value of \$120, bearing 6 per cent interest.

INCOME ACCOUNT.

Income from lease of road	\$1,360,000 00	
Sinking fund requirements (paid by Southern Pacific Company, lessee)	275,000 00	
Interest earned on invested sinking funds	385,542 83	
Interest on stocks owned	13,200 00	
Surplus on Sinking Fund No. 8 in excess of requirements	4,248 73	
United States requirement (paid by Southern Pacific Company, lessee)	523,950 67	
Land sales during year, and interest on deferred payments	251,341 71	
Total income		\$2,813,283 94
Sinking fund requirements of company	\$660,542 83	
United States requirement	523,950 67	
Income applicable to redemption of land bonds	251,341 71	
Other expenditures applicable prior to lease of April 1, 1885	19,558 21	
Paid in 1890, excess earnings of sinking fund over requirements, 1890, paid by and now returned to lessee	4,248 73	
Total		1,459,642 15
Net income		\$1,353,641 79
Dividends paid, 2 per cent on common stock (February 1 and August 1, 1 per cent each)	\$1,345,510 00	
Discount on sale of 753 C. P. R. R. 50-year 5 per cent bonds	75,300 00	
Commons, paid account extending land grant bonds to October 1, 1900	151,300 00	
Total		1,572,110 00
Deficit for year 1890		\$218,468 21
Surplus, December 31, 1889		3,153,765 88
Surplus, December 31, 1890		\$2,935,297 67

DR.		GENERAL BALANCE SHEET.		CR.
Cost of road	\$168,876,120 59	Capital stock		\$68,000,000 00
Bonds owned	120 00	Funded debt		61,852,000 00
Stocks of other companies owned	1,556,995 09	United States subsidy bonds		27,855,680 00
Other permanent investments	19,791 13	Floating debt (see cash assets)		
Sinking funds of company	11,072,785 54	Income:		
United States requirements, paid in full	11,491,133 24	For redemption of land bonds		9,551,487 09
Cash items	2,508,771 67	For sinking funds of company		14,907,158 61
Land contracts; deferred payments on time sales	1,067,039 35	For United States requirements		11,491,133 24
		General income		2,935,297 67
	\$196,592,756 61			\$196,592,756 61

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from lease.....	\$1,360,000 00	Interest on funded debt paid.....	Payable by lessee.
Net income from other prop- erties.....	13,200 00	Other interest paid.....	
Net amount realized from bonds issued.....	1,128,000 00	Taxes.....	
Net amount from sales of lands.....	251,341 71	Rentals.....	
United States requirement— from lease.....	523,950 67	Dividends.....	\$1,345,510 00
Sinking fund requirement— from lease.....	275,000 00	Reduction of funded debt.....	136,000 00
Earnings of sinking funds.....	385,542 83	Sinking fund—company.....	660,542 83
Surplus in sinking funds over requirements.....	4,248 73	Permanent improvements.....	2 00
Sinking Fund No. 8, S. F. O. & A. bonds.....	133,000 00	Equipment.....	109,204 32
Land trustees, to redeem bonds.....	3,000 00	Increase of cash assets.....	799,080 41
		Increase of other assets.....	98 95
		Expenditures—account prior to lease.....	19,558 21
		United States Government requirements.....	523,950 67
		Applicable to redemption of land bonds.....	251,341 71
		Surplus earnings of sinking funds returned to lessee.....	4,248 73
		Exchanging 6 per cent for 5 per cent bonds.....	1,146 11
		Discount on bonds sold.....	75,000 00
		Commission, account exten- sion land grant bonds.....	151,300 00
	<u>\$4,077,283 94</u>		<u>\$4,077,283 94</u>

IMPORTANT CHANGES DURING THE YEAR.

The outstanding bonds under San Francisco, Oakland, and Alameda Railroad mortgage, amounting to \$133,000, were redeemed during the year 1890, and satisfaction of the mortgage has since been secured.

The trustees of the land grant mortgage returned to the company \$1,500,000 in C. P. R. R. fifty-year 5 per cent bonds, held by them as collateral for cash receipts from land sales. Under date of October 1, 1890, the company issued to said trustees its notes, amounting to \$2,500,000, payable in amounts of \$500,000 annually, commencing October 1, 1891. These notes bear interest at the rate of 4 per cent per annum, and are guaranteed by the Southern Pacific Company.

The land bonds, maturing October 1, 1890, have been extended ten years, with interest at 5 per cent per annum, excepting \$3,000, redeemed.

Of the fifty-year 6 per cent bonds, \$8,000 have been exchanged for \$8,000 fifty-year 5 per cent bonds. There have been sold \$2,628,000 of the fifty-year 5 per cent bonds.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
Eastward—From Sacramento to Newcastle	Nov. 1, 1864.
From Sacramento to Auburn	May 14, 1865.
From Sacramento to Clipper Gap	June 19, 1865.
From Sacramento to Colfax	Sept. 11, 1865.
From Sacramento to Dutch Flat	July 5, 1866.
From Sacramento to Alta	July 11, 1866.
From Sacramento to Cisco	Dec. 3, 1866.
From Sacramento to Truckee	April 3, 1868.
From Sacramento to Reno	June 19, 1868.
From Sacramento to Wadsworth	July 22, 1868.
From Sacramento to Browns	Aug. 21, 1868.
From Sacramento to Orona	Sept. 20, 1868.
From Sacramento to Winnemucca	Oct. 1, 1868.
From Sacramento to Argenta	Nov. 19, 1868.
From Sacramento to Elko	Jan. 25, 1869.
From Sacramento to Carlin	Mar. 15, 1869.
From Sacramento to Terrace	May 27, 1869.
From Sacramento to Promontory	May 29, 1869.
From Sacramento to Ogden	May 29, 1869.
Westward—From Sacramento to Galt	May 15, 1869.
From Sacramento to Lodi	Aug. 4, 1869.
From Sacramento to Stockton	Aug. 14, 1869.
From Sacramento to San José	Sept. 15, 1869.
From Sacramento to Alameda Wharf	Sept. 8, 1869.
From Sacramento to San Francisco, about	Dec. 1, 1869.
Northward—From Roseville Junction to Lincoln	Oct. 24, 1867.
From Roseville Junction to Wheatland	Oct. 28, 1867.
From Roseville Junction to Yuba	Sept. 19, 1868.
From Roseville Junction to Marysville	June 1, 1869.
From Roseville Junction to Nelson	May 31, 1870.
From Roseville Junction to Chico	July 2, 1870.
From Roseville Junction to Sesma	July 11, 1871.
From Roseville Junction to Tehama	Aug. 28, 1871.
From Roseville Junction to Red Bluff	Dec. 6, 1871.
From Roseville Junction to Redding	Sept. 1, 1872.
From Roseville Junction to Delta	Sept. 1, 1884.
From Roseville Junction to Gibson	June 8, 1886.
From Roseville Junction to Hazel Creek	July 16, 1886.
From Roseville Junction to Dunsmuir	Aug. 23, 1886.
From Roseville Junction to McCloud	Nov. 14, 1886.
From Roseville Junction to Edgewood	Jan. 1, 1887.
From Roseville Junction to Montague	Feb. 8, 1887.
From Roseville Junction to Hornbrook	May 1, 1887.
From Roseville Junction to Coles	June 1, 1887.
From Roseville Junction to California and Oregon State line	Oct. 5, 1887.
Southward—From Lathrop to Modesto	Nov. 8, 1870.
From Lathrop to Merced	Jan. 25, 1872.
From Lathrop to Sycamore	April 1, 1872.
From Lathrop to Fresno	May 28, 1872.
From Lathrop to Goshen	Aug. 1, 1872.

GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds—Character of.	Interest Payable—By Whom.			Total.
San Francisco County bonds.....	San Francisco County.....			\$400,000 00
San Francisco County bonds.....	San Francisco County.....			250,000 00
Bonds Disposed of.	Amount.	Cash Realized.	Discount.	Interest Accrued.
San Francisco County bonds*.....	\$400,000 00	\$321,752 75	\$78,247 25	\$27,865 00
San Francisco County bonds†.....	250,000 00	175,000 00	75,000 00	-----

* The above four hundred bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

† The above two hundred and fifty bonds were issued to the Western Pacific Railroad Company under the same circumstances as the four hundred that were issued to the Central Pacific Railroad Company.

The amount received for the sale of these bonds and the interest accrued to the company were credited to construction account.

OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To What Railroad Company.	Acres per Mile.	Number of Miles.	Total Number of Acres.	Less Reserved by Government.	Net Total.
Central Pacific Railroad.....	12,800	742.00	9,497,600	1,500,000	7,997,600
Western Pacific Railroad.....	12,800	123.38	1,579,264	1,153,264	426,000
California and Oregon Railroad.....	12,800	291.00	3,724,800	-----	3,774,800
Totals.....	-----	-----	14,801,664	2,653,264	12,148,400
To What Railroad Company.				Estimated Value per Acre.	Total.
Central Pacific Railroad.....				\$2 50	\$19,994,000 00
Western Pacific Railroad.....				2 50	1,065,000 00
California and Oregon Railroad.....				2 50	9,312,000 00
Totals.....				-----	\$30,371,000 00

The Western Pacific Railroad Company had disposed of its lands prior to its consolidation with this company.

On account of conflicting and overlapping grants, adverse claims, desert lands, and lands liable to be lost in consequence of arbitrary restrictions of the Land Department, the quantity of these lands to accrue, and their value, cannot be closely estimated.

The value above stated is derived from an estimate of the acres earned, and to which the company should be entitled under the several Acts of Congress, and applying the rate fixed by the Government for adjoining lands, viz.: \$2 50 per acre.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

Sacramento City donated 20 $\frac{6}{10}$ acres in slough at Sacramento.

Oakland Waterfront Company donated land on Oakland waterfront.

State of California donated one half interest in Mission Bay lands, San Francisco.

No donation of lands or property, other than as specified, has ever been made to this company, except lands for right of way, stations, shops, and storehouses. In most instances the lands for right of way, stations, etc., were procured by the contractors.

APPLICATION OF AMOUNT PLACED IN HANDS OF TRUSTEES FOR REDEMPTION OF BONDS.

	Bonds Redeemed.	Amount.	Cost.	Total Received by Trustees.
To December 31, 1889.....	5,739	\$5,739,000 00	\$5,766,450 85	\$8,208,375 75
During year.....	3	3,000 00	3,000 00	303,522 84
Total.....	5,742	\$5,742,000 00	\$5,769,450 85	\$8,511,898 59
Cash for sales not placed in hands from Trustees				508,528 52
Total net receipts as above stated				\$9,020,427 11
	Balance on Hand.		Discount or Premium.	
To December 31, 1889	\$2,441,924 90		\$27,450 85	
During year.....	300,522 84		-----	
Total	\$2,742,447 74		\$27,450 85	

STATE OF CALIFORNIA, }
 City and County of San Francisco. } ss.

Charles F. Crocker, Second Vice-President of the Central Pacific Railroad Company, and E. H. Miller, Jr., Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

CHAS. F. CROCKER.
 E. H. MILLER, JR.

Subscribed and sworn to before me, this twenty-eighth day of May, 1891.

[SEAL]

E. B. RYAN,
 Notary Public.

SOUTHERN PACIFIC RAILROAD COMPANY OF CALIFORNIA.

HISTORY.

1. Name of common carrier making this report: Southern Pacific Railroad Company of California.
2. Date of organization: May 14, 1888, under general law.
3. Under laws of what Government, State, or Territory organized: Under general laws of State of California; also Acts of Congress of July 27, 1866, 14 U. S. S., p. 292, and March 3, 1871, 16 U. S. S., p. 573.
4. Charters of each, and all amendments to same:

Name.	Date of Incorporation.
Southern Pacific Railroad Company	Oct. 12, 1870.
Southern Pacific Railroad Company amended	April 15, 1871.
Southern Pacific Branch Railroad Company	Dec. 23, 1872.
The San Francisco and San José Railroad Company	Aug. 18, 1860.
Southern Pacific Railroad Company	Dec. 2, 1865.
Santa Clara and Pajaro Valley Railroad Company	Jan. 2, 1868.
California Southern Railroad Company	Jan. 22, 1870.
Southern Pacific Railroad Company	Dec. 18, 1874.
Southern Pacific Railroad Company	Aug. 19, 1873.
Los Angeles and San Pedro Railroad Company	Feb. 18, 1868.
Southern Pacific Railroad Company	May 14, 1888.
Southern Pacific Railroad Company	Dec. 18, 1874.
San José and Alameda Railroad Company	Mar. 2, 1886.
Pajaro and Santa Cruz Railroad Company	June 3, 1884.
Monterey Railroad Company	Jan. 24, 1880.
Monterey Extension Railroad Company	Jan. 6, 1888.
Southern Pacific Branch Railway Company	April 12, 1886.
San Pablo and Tulare Railroad Company	July 19, 1871.
San Pablo and Tulare Extension Railroad Company	Feb. 7, 1887.
San Ramon Valley Railroad Company	April 25, 1888.
Stockton and Copperopolis Railroad Company	Nov. 17, 1877.
Stockton and Tulare Railroad Company	Dec. 2, 1887.
San Joaquin Valley and Yosemite Railroad Company	Feb. 15, 1886.
Los Angeles and San Diego Railroad Company	Oct. 10, 1876.
Los Angeles and Independence Railroad Company	Jan. 8, 1875.
Long Beach, Whittier, and Los Angeles Railroad Company	Dec. 17, 1887.
Long Beach Railroad Company	Oct. 31, 1887.
Southern Pacific Railroad Extension Company	Feb. 21, 1888.
Ramona and San Bernardino Railroad Company	April 25, 1888.

5. Authority: General laws of the United States and of the State of California. Dates: See No. 4.

6. See No. 4.

7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Chas. F. Crocker	San Francisco	April 15, 1891.
Timothy Hopkins	San Francisco	April 15, 1891.
N. T. Smith	San Francisco	April 15, 1891.
J. L. Willcutt	San Francisco	April 15, 1891.
Chas. Mayne	San Francisco	April 15, 1891.
W. V. Huntington	San Francisco	April 15, 1891.
A. N. Towne	San Francisco	April 15, 1891.

Last meeting of stockholders for election of Directors: April 9, 1890.

Post Office address of general office: P. O. Box 2008, San Francisco, Cal.

Post Office address of operating office: Southern Pacific Company, P. O. Box 2328, San Francisco, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Chas. F. Crocker.....	San Francisco.
President	Chas. F. Crocker.....	San Francisco.
Vice-President	Timothy Hopkins.....	San Francisco.
Secretary	J. H. Willcutt	San Francisco.
Treasurer	N. T. Smith	San Francisco.
Chief Engineer.....	Wm. Hood	San Francisco.
General Solicitor.....	Creed Haymond.....	San Francisco.
Land Commissioner.....	Jerome Madden.....	San Francisco.
General Agent and Attorney	C. P. Huntington.....	New York.

Operating officers given by Southern Pacific Company, lessee.

CAPITAL STOCK.

	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock.....	\$100 00	\$90,000,000 00	\$61,821,900 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Real- ized.
Issued for cash.....		28,962	*\$2,838,600 00
Issued for construction		575,733	57,573,300 00
Issued in part pay for bonds of old consolidated roads		14,100	1,410,000 00
Totals		618,795	\$61,821,900 00

*\$2,824,200 for 28,242 shares, full paid; \$14,400 for 720 shares, 20 per cent paid.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Out- standing.	Cash Realized on the Amount Outstanding.
S. P. R. R. Co. 30-year 6 per cent bonds:			
First mortgage, coupon A—April 1, 1875; due April 1, 1905	\$15,000,000 00	\$13,564,500 00	\$13,564,500 00
First mortgage, coupon B—October 1, 1875; due October 1, 1905	5,000,000 00	4,795,000 00	4,795,000 00
First mortgage, coupon C—October 1, 1876; due October 1, 1906	5,000,000 00	4,357,000 00	4,357,000 00
First mortgage, coupon D—October 1, 1876; due October 1, 1906	5,000,000 00	4,252,000 00	4,252,000 00
First mortgage, coupon E—April 1, 1882; due April 1, 1912	5,000,000 00	3,396,000 00	3,396,000 00
First mortgage, coupon F—April 1, 1882; due April 1, 1912	5,000,000 00	2,019,000 00	2,019,000 00
First mortgage, coupon G	6,000,000 00		
Totals	\$46,000,000 00	\$32,383,500 00	\$32,383,500 00
S. P. R. R. Co. first mortgage coupon 50-year 5 per cent bonds—October 1, 1888; due October 1, 1938	\$38,000,000 00	7,861,000 00	\$7,861,000 00
S. P. Br. Ry. Co. first mortgage coupon 50-year 6 per cent bonds—April 1, 1887; due April 1, 1937	9,000,000 00	3,578,000 00	3,578,000 00
Stockton and Copperopolis R. R. Co. first mortgage coupon 30-year 5 per cent bonds—Jan. 1, 1875; due Jan. 1, 1905	500,000 00	500,000 00	500,000 00
Totals	\$93,500,000 00	\$44,322,500 00	\$44,322,500 00

FUNDED DEBT—Continued.

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued Dur- ing Year.	Interest Paid During Year.
S. P. R. R. Co. 30-year 6 per cent bonds, coupons A, B, C, D, E, F, G.	6 per ct., April & Oct..	\$1,930,847 72	\$1,968,317 72
S. P. R. R. Co. first mortgage coupon 50-year 5 per cent bonds.....	5 per ct., April & Oct..	360,050 00	351,200 00
S. P. Br. Ry. Co. first mortgage coupon 50-year 6 per cent bonds.....	6 per ct., April & Oct..	214,680 00	213,600 00
Stockton and Copperopolis R. R. Co. first mortgage coupon 30-year 5 per cent bonds.....	5 per ct., Jan. & July..	25,000 00	24,787 50
Totals.....	-----	\$2,560,577 72	\$2,557,905 22

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgage Southern Pacific Railroad Company 30-year bonds, 6 per cent.....	San Francisco to Tres Pinos.....	100.49
	Huron to Colorado River, near Fort Yuma.....	530.44
	Los Angeles to San Pedro.....	24.65
	Carnadero to San Miguel.....	125.99
	Mojave to Needles.....	242.51
	Huron to Alcalde.....	20.56
	Tres Pinos to Alcalde and branches	108.20
	San Miguel to Lerdo.....	98.87
	Hillsdale to Almaden.....	7.71
	Pajaro to Santa Cruz.....	21.20
	Aptos to New Monte Vista.....	6.77
	Castroville to Lake Majella.....	19.55
	Monterey to Pacific Grove and Castroville.....	16.00
	Martins to Tracy.....	46.52
	Tracy to Newman.....	37.31
First mortgage Southern Pacific Railroad Company 50-year 5 per cent bonds.....	Newman to Pampa.....	222.69
	Avon to Pleasanton.....	35.00
	Oakdale to Poso.....	200.00
	Branch to Modesto and Merced, and Sycamore to Fresno and Tulare.....	62.00
	Berenda to Perry's Ranch.....	25.00
	Los Angeles to San Diego.....	140.00
	Los Angeles to Santa Monica.....	16.83
	Los Angeles to Del Monte, etc.....	30.00
	Long Beach to Whittier and Raymond.....	30.00
	Thenard to Long Beach.....	4.02
First mortgage Southern Pacific Branch Railway Company 50-year 6 per cent bonds.....	San Pedro to Point Fermin.....	5.00
	Ramon to Crafton.....	71.00
	San Miguel to Saugus.....	250.00
	Stockton to Milton.....	25.82
First mortgage Stockton and Copperopolis Railroad Company 30-year 5 per cent bonds.....	Peters to Oakdale.....	18.93

All equipment is mortgaged.

Income mortgaged: To pay first mortgage Southern Pacific Railroad Company thirty-year 6 per cent bonds, a sinking fund of \$100,000 a year, commencing in 1882; also, gross receipts from sales of lands. To pay first mortgage Southern Pacific Railroad Company fifty-year 5 per cent bonds, a sinking fund of \$20,000 a year, commencing in 1898. To pay Southern Pacific Branch Railway Company fifty-year 6 per cent bonds, and first mortgage Stockton and Copperopolis Railroad Company thirty-year 5 per cent bonds, a sinking fund of \$50,000 a year, commencing in 1897.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Audited vouchers and ac- counts \$2,449,411 48	Cash \$43,316 13
Sinking fund uninvested 20 00	Bills receivable 2,500 00
Miscellaneous 51,546 70	Other cash assets 48 42
Trustees land mortgage 383,184 03	Balance—floating debt 2,838,297 66
Total \$2,884,162 21	Total \$2,884,162 21

Interest and discount upon floating debt and current liabilities are paid by lessee.

RECAPITULATION.

Accounts.	Total Amounts.	Miles of Road.
Capital stock	\$61,821,900 00	1,602.695
Funded debt	44,322,500 00	
Floating debt—balance of	2,838,297 66	
Totals	\$108,982,697 66	1,602.695

As the first mortgage bonds are a lien upon the lands granted by the United States Government, the amount of bonds per mile of road cannot be stated accurately, as the amount is constantly changing.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures —Operating Expenses.	Expenditures, not Operating Expenses.	Credits Prop- erty and Material Sold.	Differences, etc.
Construction:				
Real estate	\$32,175 85			\$32,175 85
Fences	4,652 13			4,652 13
Grading and bridge and cul- vert masonry	2,722 44			2,722 44
Bridges and trestles	21,508 41			21,508 41
Rails	364,839 11			364,839 11
Ties	22,892 55			22,892 55
Other superstructure	13,381 35			13,381 35
Buildings, furniture, and fix- tures	25,124 90			25,124 90
Shop machinery and tools		\$40 00		*40 00
Engineering expenses	27 92			27 92
Sidings and yard extensions	22,696 36			22,696 36
Road built by contract	2,200,000 00			2,200,000 00
Purchase of constructed road	68,802 59			68,802 59
Other items	1,653 49			1,653 49
Total construction	\$2,780,477 10	\$40 00		\$2,780,437 10
Equipment (heretofore charged, now paid for by contractors):				
9 locomotives			\$100,969 61	*\$100,969 61
2 passenger cars			8,779 36	*8,779 36
132 freight (box) cars			67,689 50	*67,689 50
Total equipment			\$177,438 47	*\$177,438 47
Grand total construction and equipment	\$2,780,477 10	\$40 00	\$177,438 47	\$2,602,998 63

* Credit.

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$114,615,873 62; net additions during year, \$2,602,998 63; total cost to December 31, 1890, \$117,218,872 25; cost per mile, \$73,138 62. On account of the consolidations the details cannot be given.

INCOME ACCOUNT.

Income from lease of road.....	\$1,082,399 14	
Interest on open accounts.....	225 92	
Income from land sales, \$749,512 54, less bonds redeemed, \$75,964 78.....	673,547 76	
Interest earned on sinking fund investments.....	24,502 50	
Total income.....		\$1,780,675 32
Salaries and maintenance of organization.....	\$6,847 21	
Land department expenses.....	54,823 49	
Taxes on granted lands.....	2,986 82	
Income applicable to redemption of bonds.....	673,547 76	
Income for sinking funds.....	124,502 50	
Total.....		862,707 78
Net income.....		\$917,967 54
Surplus year ending on December 31, 1890.....		\$917,967 54
Surplus December 31, 1889.....	\$389,933 33	
Less settlement under Omnibus lease for operations for prior periods.....	56,396 28	
		333,537 05
Net surplus for year ending December 31, 1890.....		\$1,251,504 59

DR.

GENERAL BALANCE SHEET.

CR.

Cost of road.....	\$117,218,872 25	Capital stock.....	\$61,821,900 00
Bills receivable on land sales.....	3,006,292 68	Funded debt.....	44,322,500 00
Cash items (see floating debt).....		Floating debt.....	2,838,297 66
Sinking fund.....	557,212 50	Profit and loss:	
Land trust fund.....	383,184 03	Income from land sales for redemption of bonds.....	6,489,500 00
		Income from land sales (notes uncollected).....	3,006,292 68
		Income from funds to credit of Trustees.....	383,184 03
		Income used for sinking funds.....	1,052,382 50
		General income (available surplus).....	1,251,504 59
Total.....	\$121,165,561 46	Total.....	\$121,165,561 46

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from lease	\$1,082,399 14	Interest on funded debt paid (paid by lessee).....	
Net amount realized from stock issued.....	1,320,000 00	Taxes (on lands).....	\$2,986 82
Net amount realized from 5 per cent bonds issued.....	880,000 00	Reduction of funded debt (6 per cent bonds).....	542,000 00
Net amount from sales of lands.....	673,547 76	Reduction of floating debt.....	537,920 73
Net amount decrease of cash assets.....	81,178 10	Sinking fund.....	126,332 50
Interest on floating debt.....	225 92	Permanent improvements and equipment.....	2,602,998 63
Interest from sinking fund.....	24,502 50	Salaries of maintenance and organization.....	6,847 21
Income from land sales (cash).....	673,547 76	Land Department expenses.....	54,823 49
Income from sinking funds.....	124,502 50	Income applicable to redemption of bonds.....	673,547 76
		Income for sinking funds of company.....	124,502 50
		Settlement under Omnibus lease for periods prior to 1890.....	56,396 28
		Income from land sales (notes).....	100,170 26
		Land trust fund.....	31,377 50
Total	\$4,859,903 68	Total	\$4,859,903 68

IMPORTANT CHANGES DURING THE YEAR.

Extensions of Road put in Operation—

West bank of Colorado River to east bank of Colorado River, at Yuma Station, near Yuma, A. T.....	137 miles.
Oakdale to Waterford.....	10.144 miles.
Merced to Merced River.....	13.856 miles.
Los Baños to twenty miles southerly.....	20.000 miles.
New Stock Issued: For constructed road.....	\$1,320,000 00
New 5 per cent Bonds Issued: For constructed road.....	880,000 00

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From San Francisco to Menlo Park	Oct. 17, 1863.
From San Francisco to San José.....	Jan. 16, 1864.
From San Francisco to Perrys.....	Jan. 11, 1869.
From San Francisco to Gilroy.....	Mar. 13, 1869.
From San Francisco to Pajaro.....	Nov. 27, 1871.
From San Francisco to Salinas.....	Nov. 1, 1872.
From San Francisco to Soledad.....	Aug. 12, 1873.
From Carnadero to Hollister.....	July 31, 1870.
From Carnadero to Tres Pinos.....	Aug. 12, 1873.
Southerly from Soledad to Kings.....	July 20, 1886.
From Soledad to San Ardo.....	Aug. 20, 1886.
From Soledad to San Miguel.....	Oct. 18, 1886.
From Soledad to Paso Robles.....	Oct. 31, 1886.
From Soledad to Templeton.....	Nov. 16, 1886.
From Soledad to Santa Margarita.....	Jan. 13, 1889.
Westerly from Saugus to Santa Paula.....	Feb. 8, 1887.
From Saugus to San Buenaventura.....	May 18, 1887.
From Saugus to Carpinteria.....	July 1, 1887.
From Saugus to Santa Barbara.....	Aug. 19, 1887.
From Saugus to Elwood.....	Dec. 21, 1887.

DESCRIPTION OF ROAD—Continued.

	Date of Opening.
From Alcalde to Huron	July 14, 1888.
From Huron to Goshen	Feb. 1, 1877.
From Goshen to Tipton	July 25, 1872.
From Goshen to Delano	July 14, 1873.
From Goshen to ten miles south of Lerdo	Aug. 1, 1874.
From Goshen to Sumner	Oct. 26, 1874.
From Goshen to Caliente	Aug. 26, 1875.
From Goshen to Keenes	May 26, 1876.
From Goshen to Mojave	Aug. 9, 1876.
From Goshen to Tunnel	Sept. 6, 1876.
From Tunnel to San Fernando	Jan. 1, 1876.
From San Fernando to Los Angeles	April 15, 1874.
From San Fernando to Spadra	April 15, 1874.
From San Fernando to Colton	July 16, 1875.
From San Fernando to Indio	May 29, 1876.
From Indio to Dos Palmas	Mar. 8, 1876.
From Indio to Pilot Knob	April 29, 1877.
From Indio to east bank of Colorado River near Yuma	Mar. 23, 1877.
From Mojave to Calico	Nov. 13, 1882.
From Mojave to Amboy	Feb. 12, 1883.
From Mojave to Goffs	Mar. 19, 1883.
From Mojave to Needles	July 1, 1883.
From Mojave to Junction with Atlantic and Pacific Railroad	Aug. 9, 1883.
From Los Angeles to Wilmington	Oct. 26, 1869.
From Los Angeles to San Pedro	Aug. 15, 1882.
From Hillsdale to Almaden	Nov. 16, 1886.
From Pajaro to Santa Cruz	June 4, 1881.
Branch from Aptos to New Monte Vista	June 28, 1890.
From Castroville to Bordens	Jan. 11, 1880.
From Castroville to Monterey	Sept. 12, 1881.
From Castroville to Lake Majella	Aug. 1, 1889.
From Martinez to Tracy	Sept. 3, 1878.
From Martinez to Newman	July 1, 1888.
From Martinez to Los Baños	Nov. 1, 1889.
From Fresno to Porterville	July 1, 1888.
From Fresno to Poso	Dec. 24, 1890.
From Berenda to Raymond	May 1, 1886.
From Florence to Nietos	Aug. 15, 1874.
From Florence to Anaheim	July 14, 1875.
From Florence to Santa Ana	Dec. 17, 1877.
From Miraflores to Tustin	Sept. 15, 1888.
From Los Angeles to Santa Monica	Dec. —, 1875.
From Studebaker to Whittier	Mar. 16, 1888.
From Thenard to Long Beach	Feb. 20, 1888.
From Stockton to Milton	Feb. —, 1871.
From Peters to Oakdale	Feb. —, 1871.

AIDS OR GRANTS FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To What Railroad Company.	Acres per Mile.	Number of Miles.
Southern Pacific Railroad of California.....	12,800	942

On account of conflicting and overlapping grants, adverse claims, arbitrary restrictions, and desert lands not worth the cost of survey, it is impossible to state the quantity of lands that will inure to the Southern Pacific Railroad Company, or to estimate the value thereof.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

State of California donated half interest in sixty acres of land at Mission Bay, San Francisco, with improvements.

City of Los Angeles donated nineteen acres in city of Los Angeles, with improvements.

Right of way included in contract for construction of road.

APPLICATION OF AMOUNT PLACED IN HANDS OF TRUSTEES FOR REDEMPTION OF BONDS.

	Bonds Redeemed.	Amount.	Cost.	Total Received by Trustees.
To December 31, 1889.....	6,316	\$5,947,500 00	\$6,229,982 65	\$6,581,789 18
During year.....	558	542,000 00	617,964 78	649,342 28
Totals.....	6,874	\$6,489,500 00	\$6,847,947 43	\$7,231,131 46
			Balance on Hand.	Discount or Premium.
To December 31, 1889.....			\$351,806 53	\$282,482 65
During year.....			31,377 50	75,964 78
Totals.....			\$383,184 03	\$358,447 43

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Southern Pacific Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

CHARLES F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this twenty-eighth day of May, 1891.

[SEAL]

E. B. RYAN,
Notary Public.

NORTHERN RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Northern Railway Company.
2. Date of organization: July 19, 1871.
3. Under laws of what Government, State, or Territory organized: State of California; general railroad laws of 1861, approved May 20, 1861.
4. Reference to charters, and all amendments of same:

Name.	Date of Incorporation.
Northern Railway Company	July 19, 1871.
Amador Branch Railroad Company	July 3, 1875.
Berkeley Branch Railroad Company	Sept. 25, 1876.
Vaca Valley and Clear Lake Railroad Company	Feb. 19, 1877.
Sacramento and Placerville Railroad Company	April 19, 1877.
Sacramento Valley Railroad Company	Aug. 4, 1882.
Folsom and Placerville Railroad Company	Sept. 29, 1876.
San Joaquin and Sierra Nevada Railroad Company	Mar. 28, 1882.
West Side and Mendocino Railroad Company	Sept. 2, 1886.
Santa Rosa and Carquinez Railroad Company	Mar. 25, 1887.
Shingle Springs and Placerville Railroad Company	May 9, 1887.
Woodland, Capay, and Clear Lake Railroad Company	July 7, 1887.
Winters and Ukiah Railroad Company	Aug. 9, 1887.

5. Authority: General railroad laws of California. Date: May 15, 1888.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
C. F. Crocker	San Francisco	April 8, 1891.
Timothy Hopkins	San Francisco	April 8, 1891.
N. T. Smith	San Francisco	April 8, 1891.
W. V. Huntington	San Francisco	April 8, 1891.
George Crocker	San Francisco	April 8, 1891.

Number of stockholders at date of last election: 161.

Last meeting of stockholders for election of Directors: April 9, 1890.

Post Office address of general office: Fourth and Townsend Streets, San Francisco.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	C. F. Crocker	San Francisco.
Vice-President	Timothy Hopkins	San Francisco.
Secretary	W. V. Huntington	San Francisco.
Treasurer	N. T. Smith	San Francisco.

Operating officers are reported by Southern Pacific Company, lessee.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$26,175,000 00	\$12,896,000 00

Manner of payment for capital stock: Issued for cash, 128,960 shares; total cash realized, \$12,896,000. Owing to consolidation, the details cannot be shown.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.
Northern Railway 1st mortg. 30 years—Jan. 1, 1877; due Jan. 1, 1907	\$6,300,000 00	\$5,156,000 00
First mortg. 50 years—Oct. 1, 1888; due Oct. 1, 1938.....	21,000,000 00	4,751,000 00
San Joaquin and Sierra Nevada R. R. 1st mortg.*—Dec. 1, 1882; due Jan. 1, 1893.....	750,000 00	12,000 00
Totals	\$28,050,000 00	\$9,919,000 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
Northern Railway 1st mortg. 30 years.....	6 per ct., Jan. & July..	\$309,360 00	\$309,390 00
First mortg. 50 years	5 per ct., April & Oct....	232,412 50	230,700 00
San Joaquin and Sierra Nevada R. R.—1st mortg.	6 per ct., Jan. & July..	6,985 00	10,875 00
Totals		\$548,657 50	\$550,965 00

*\$137,000 of these bonds were exchanged October 1, 1890, for a like amount of Northern Railway 5 per cent bonds.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
Northern Railway first mortgage 30-year 6 per cent bonds.....	West Oakland to near Martinez	31.03
	Port Costa to Suisun	16.34
	Woodland to Tehama	100.86
	West Oakland to Delaware Street	4.15
	Double track from West Oakland to Port Costa	26.74
Northern Railway first mortgage 50-year 5 per cent bonds.....	Galt to Lone	27.20
	Sixteenth St., Oakland, to Berrymans..	5.38
	Double track to near Shell Mound.....	1.54
	Napa Junction to Santa Rosa	36.95
	Willows to Fruto	16.84
San Joaquin and Sierra Nevada Railroad first mortgage bonds	Sacramento to Placerville	59.28
	Elmira to Rumsey	51.39
	Bracks to Valley Springs	40.30

All equipment mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Miscellaneous sinking fund (un-invested).....	Due from solvent companies and individuals
Balance—cash assets.....	
Total.....	Total

Interest and discount paid during year upon floating debt and current liabilities are reported by Southern Pacific Company, lessee.

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock	\$12,896,000 00
Funded debt	9,919,000 00
Total	\$22,815,000 00

Capital stock and mortgage cover railroad, telegraph lines, rolling stock, ferry steamers, etc.; the amount per mile of railroad, therefore, cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.	Credits Property and Material Sold.	Differences, etc.
Construction:			
Right of way	\$266 75		\$266 75
Other real estate	9 25	\$1,250 00	*1,240 75
Fences	2,758 73		2,758 73
Bridges and trestles	345 77		345 77
Other superstructure	9,920 26		9,920 26
Buildings, furniture, and fixtures	3,012 80		3,012 80
Sidings and yard extensions	14,777 67	3,173 86	11,603 81
Other items	345 65		345 65
Total construction	\$31,436 88	\$4,423 86	\$27,013 02
Equipment:			
Locomotives		\$6,000 00	*\$6,000 00
Baggage, express, and postal cars	\$18,841 11		18,841 11
Combination cars	1,542 00		1,542 00
Total equipment	\$20,383 11	\$6,000 00	\$14,383 11
Grand total construction and equipment	\$51,819 99	\$10,423 86	\$41,396 13

* Credit.

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$24,539,065 21; net additions during year, \$41,396 13; total cost to December 31, 1890, \$24,580,461 34. Owing to consolidations, the details of this cannot be shown.

INCOME ACCOUNT.

Income from lease of road	\$485,629 76	
Interest on sinking funds invested	7,612 32	
Total income		\$493,242 08
Expenditures—Sinking fund requirements	\$47,612 32	
Total		47,612 32
Net income		\$445,629 76
Surplus on December 31, 1889	\$1,570,932 78	
Less settlement in 1890, for unadjusted accounts under lease for prior periods	14,561 54	
		1,556,371 24
Surplus December 31, 1890		\$2,002,001 00

Dr.

GENERAL BALANCE SHEET.

Cr.

Cost of road	\$24,580,461 34	Capital stock	\$12,896,000 00
Cash items	428,451 65	Funded debt	9,919,000 00
Sinking fund	218,037 32	Income used for sinking funds of company	409,949 31
		Profit and loss	2,002,001 00
Total	\$25,226,950 31	Total	\$25,226,950 31

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation	\$485,629 76	Sinking fund	\$47,612 32
Net increase floating debt	4,612 32	Permanent improvements	27,013 02
Receipts from other sources	7,612 32	Equipment	14,383 11
		Increase of cash assets	394,284 41
		Expenditures (account prior periods)	14,561 54
Total	\$497,854 40	Total	\$497,854 40

IMPORTANT CHANGES DURING THE YEAR.

On October 1, 1890, \$137,000 of the San Joaquin and Sierra Nevada Railroad bonds were exchanged for a like amount of Northern Railway 5 per cent bonds.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Woodland to Willows	July 1, 1876.
From Williams to Willows	Oct. 3, 1878.
From Willows to Orland	July 31, 1882.
From Orland to Tehama	Sept. 27, 1882.
From West Oakland to Shell Mound	Aug. 17, 1886.
From Shell Mound to Martinez	Jan. 9, 1878.
From Benicia to Suisun	Dec. 28, 1879.
From Sacramento to Folsom	Feb. 22, 1856.
From Folsom to Shingle Springs	Jan. 20, 1865.
From Shingle Springs to Placerville	May 29, 1888.
From Elmira to Vacaville	Jan. 25, 1869.
From Vacaville to Winters	Aug. 26, 1875.
From Winters to Madison	May 1, 1877.
From Madison to Rumsey	July 1, 1888.
From Shell Mound to Berkeley	Aug. 16, 1876.
From Berkeley to Berrymans	July 1, 1878.
From Galt to Ione	Dec. 4, 1876.
From Bracks to Lockeford	Aug. —, 1882.
From Lockeford to Clement	Sept. —, 1882.
From Clement to Wallace	Oct. —, 1882.
From Wallace to Benson	Sept. —, 1884.
From Benson to Valley Springs	April —, 1885.
From Napa Junction to Santa Rosa	May 31, 1888.
From Willows to Pruto	July 1, 1888.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Northern Railway Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

CHARLES F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this fifteenth day of May, 1891.

[SEAL]

E. B. RYAN,
Notary Public.

SOUTH PACIFIC COAST RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: South Pacific Coast Railway Company.
2. Date of organization: May 21, 1887.
3. Under laws of what Government, State, or Territory organized: State of California; general railroad laws.
4. Charters of each, and amendments of same:

Name.	Date of Incorporation.
Santa Cruz and Felton Railroad Company	Nov. 13, 1874.
South Pacific Coast Railroad Company	Mar. 29, 1876.
Bay and Coast Railroad Company	May 2, 1877.
Oakland Township Railroad Company	Jan. 7, 1881.
San Francisco and Colorado River Railroad Company	Jan. 16, 1883.
Felton and Pescadero Railroad Company	June 13, 1883.
Almaden Branch Railroad Company	April 16, 1887.

5. Authority: General railroad laws of California. Date: May 27, 1887.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Leland Stanford	San Francisco	April 8, 1891.
C. P. Huntington	No. 23 Broad Street, New York.	April 8, 1891.
C. F. Crocker	San Francisco	April 8, 1891.
Timothy Hopkins	San Francisco	April 8, 1891.
W. V. Huntington	San Francisco	April 8, 1891.
N. T. Smith	San Francisco	April 8, 1891.
W. E. Brown	San Francisco	April 8, 1891.

Number of stockholders at date of last election: 8.

Last meeting of stockholders for election of Directors: April 9, 1890.

Post Office address of general office: Fourth and Townsend Streets, San Francisco.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	Leland Stanford	San Francisco.
Vice-President	C. F. Crocker	San Francisco.
Secretary	W. V. Huntington	San Francisco.
Treasurer	Timothy Hopkins	San Francisco.

Operating officers are reported by Southern Pacific Company, lessee.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$6,000,000 00	\$6,000,000 00

Manner of payment for capital stock: Issued for cash, 60,000 shares; total cash realized, \$6,000,000. Owing to consolidations, details cannot be shown.

FUNDED DEBT.

Class of Bond or Obligation.	Amount Issued and now Outstanding.	Interest Accrued During Year.	Interest Paid During Year.
First mortg.—July 1, 1887; due July 1, 1937	\$5,500,000 00	\$220,000 00	\$220,000 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgage-----	Alameda Mole to Santa Cruz-----	77.60
	Newark to Centerville-----	3.00
	Campbells to New Almaden-----	9.60
	Felton to Boulder Creek-----	7.30
	Junction to Old Felton-----	1.70
	Alameda Point to Oakland (14th St.)-----	1.80
	Alameda to Oakland-----	8.96

All equipment mortgaged.

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock-----	\$6,000,000 00
Funded debt-----	5,500,000 00
Total-----	\$11,500,000 00

Capital stock and funded debt cover railroad, telegraph lines, rolling stock, ferry steamers, etc.; the amount per mile of railroad, therefore, cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.

(Paid by Southern Pacific Company, lessee.)

Items.	Expenditures, not Operating Expenses.	Credits Property and Material Sold.	Differences, etc.
Construction:			
Real estate-----	\$101 25	-----	\$101 25
Superstructure-----	31 00	-----	31 00
Buildings, furniture, and fixtures-----	143 22	-----	143 22
Engineering expenses-----	24 58	-----	24 58
Sidings and yard extensions-----	5,147 78	\$826 74	4,321 04
Total construction-----	\$5,447 83	\$826 74	\$4,621 09
Equipment:			
Freight cars-----	\$21,250 00	-----	\$21,250 00
Floating equipment-----	432 44	-----	432 44
Total equipment-----	\$21,682 44	-----	\$21,682 44
Grand total construction and equipment-----	\$27,130 27	\$826 74	\$26,303 53

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$11,500,000; additions during year were made by lessee; total cost to December 31, 1890, \$11,500,000.

INCOME ACCOUNT.

This company has no income, as its property is operated by lessee, in consideration of receiving all revenues and paying all expenditures in connection therewith.

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road	\$11,500,000 00	Capital stock	\$6,000,000 00
		Funded debt	5,500,000 00
	\$11,500,000 00		\$11,500,000 00

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Santa Cruz to Felton	Oct. 13, 1875.
From Alameda Point to Los Gatos	June 1, 1878.
From Los Gatos to Alma	Aug. 1, 1878.
From Alma to Wrights	May 1, 1879.
From Wrights to Felton	May 15, 1880.
From Alameda Point to Twelfth and Webster, Oakland	May 30, 1881.
From Twelfth and Webster to Fourteenth and Franklin, Oakland	Oct. 1, 1886.
From Newark to Centerville	Feb. 18, 1882.
From Alameda Mole to Alameda Point	Mar. 15, 1884.
From Felton Junction to Boulder Creek	May 1, 1885.
From Campbells to Almaden	June 15, 1886.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the South Pacific Coast Railway Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

CHAS. F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this fifteenth day of May, 1891.

{SEAL}

E. B. RYAN,
Notary Public.

NORTHERN CALIFORNIA RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Northern California Railway Company.
2. Date of organization: September 3, 1888.
3. Under laws of what Government, State, or Territory organized: General railway laws of the State of California.
6. Originally chartered under name of Northern California Railroad Company, June 29, 1860. On January 1, 1885, it was transferred to the California Northern Railroad Company, whose charter dates September 6, 1884. It was transferred to the existing corporation on January 28, 1889.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Chas. F. Crocker.....	San Francisco .....	..... May, 1891.
W. E. Brown	San Francisco .....	..... May, 1891.
F. S. Douty	San Francisco .....	..... May, 1891.
Timothy Hopkins	San Francisco .....	..... May, 1891.
N. D. Rideout	San Francisco .....	..... May, 1891.

Total number of stockholders at date of last election: 5.

Date of last meeting of stockholders for election of Directors: May 22, 1889.

Post Office address of general and operating offices: San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	Chas. F. Crocker.....	..... San Francisco.
Vice-President	Timothy Hopkins .....	..... San Francisco.
Secretary	Frank S. Douty.....	..... San Francisco.

Operating officers are reported by Southern Pacific Company, lessee.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$1,280,000 00	\$1,280,000 00

Manner of payment for capital stock: Issued for cash, 12,800 shares; total cash realized, \$1,280,000. Owing to reorganizations, the present management is unable to give details.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
First mortgage—June 1, 1889; due June 1, 1929.	\$1,100,000 00	\$945,000 00	\$945,000 00
Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage	5 per ct., June & Dec..	\$21,812 50	\$19,500 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgage bonds.....	Oroville to Knight's Landing.....	53.70

All equipment mortgaged.

RECAPITULATION.

Accounts.	Total Amount.	Miles.	Amount per Mile of Road.
Capital stock	\$1,280,000 00	53.7	{ \$23,835 00 17,600 00
Funded debt	945,000 00		
Totals	\$2,225,000 00	53.7	\$41,435 00

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$1,670,000; net additions during year, \$555,000; total cost to December 31, 1890, \$2,225,000.

INCOME ACCOUNT.

This company has no income, as its property is operated by the lessee, in consideration of receiving all revenues and paying expenditures in connection therewith.

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.	Appropriation of Resources.
Net amount realized from bonds issued..... \$555,000 00	Constructing new road \$555,000 00

IMPORTANT CHANGES DURING THE YEAR.

The construction of the line from Marysville to Knight's Landing has been completed, and bonds issued for \$555,000 on account of the construction. The new line will be put in operation in 1891.

DESCRIPTION OF ROAD.

The road from Marysville to Oroville was opened for traffic in February, 1864.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Northern California Railway Company, and Frank S. Douty, Secretary and Treasurer of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing thirty-three sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

CHARLES F. CROCKER.
F. S. DOUTY.

Subscribed and sworn to before me, this seventeenth day of April, 1891.

[SEAL]

E. B. RYAN,
Notary Public.

SOUTHERN CALIFORNIA RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Southern California Railway Company.
2. Date of organization: November 7, 1889.
3. Under laws of what Government, State, or Territory organized: Under the general statutes of California.
4. Reference to charters, and all amendments of same:

Name.	Date of Incorporation.
California Southern Railroad Company.....	January 10, 1882.
California Central Railway Company.....	May 20, 1887.
Redondo Beach Railway Company.....	April 23, 1888.

5. Date: Charter filed with the Secretary of the State of California, November 7, 1889.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Geo. C. Magoun.....	New York City.....	May 14, 1891.
A. Manuel.....	Chicago, Ill.....	May 14, 1891.
John J. McCook.....	New York City.....	May 14, 1891.
B. Kimball.....	Boston, Mass.....	May 14, 1891.
Bryant Howard.....	San Diego.....	May 14, 1891.
A. K. Lowrie.....	San Diego.....	May 14, 1891.
G. H. Bonebrake.....	Los Angeles.....	May 14, 1891.
R. Egan.....	Los Angeles.....	May 14, 1891.
H. W. Hellman.....	Los Angeles.....	May 14, 1891.
H. L. Drew.....	San Bernardino.....	May 14, 1891.
J. N. Victor.....	San Bernardino.....	May 14, 1891.

Number of stockholders at date of last election: 323.

Last meeting of stockholders for election of Directors: May 15, 1890.

Post Office address of general office: Los Angeles, Cal., and Boston, Mass.

Post Office address of operating office: Los Angeles, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	G. C. Magoun.....	New York.
President.....	G. C. Magoun.....	New York.
Vice-President.....	A. Manuel.....	Chicago.
Vice-President and General Auditor.....	J. W. Reinhart.....	Boston.
Secretary.....	L. C. Deming.....	Boston.
Treasurer, Assist. Sec'y, and Tax Com'r.....	F. H. Pattee.....	Los Angeles.
Assistant Treasurer.....	G. L. Goodwin.....	Boston.
Cashier.....	G. Holterhoff, Jr.....	Los Angeles.
Chief Engineer.....	F. T. Perris.....	San Bernardino.
General Solicitor.....	George R. Peck.....	Topeka.
Solicitor.....	Anson Brunson.....	Los Angeles.
Comptroller.....	J. P. Whitehead.....	Boston.
Auditor.....	H. E. Whitehead.....	Los Angeles.
General Manager.....	K. H. Wade.....	Los Angeles.
Superintendent.....	W. B. Beamer.....	San Bernardino.
Freight Traffic Manager.....	J. A. Hanley.....	Chicago.
Passenger Traffic Manager.....	W. F. White.....	Chicago.
General Counsel.....	John T. McCook.....	New York.
Gen'l Passenger, Ticket, and Freight Agt.....	S. B. Hynes.....	Los Angeles.
Assis't Gen'l Passenger and Ticket Agt.....	H. K. Gregory.....	Los Angeles.
Assistant General Freight Agent.....	T. A. Whitmore.....	Los Angeles.
Superintendent of Telegraph.....	W. A. McGovern.....	San Bernardino.
General Baggage Agent.....	P. Walsh.....	Topeka.
Division Baggage Agent.....	H. Isaacs.....	Los Angeles.

PROPERTY OPERATED.

Name.	Terminals.	Description.	Miles.
Southern California Rail- way Company -----	Barstow to National City -----	Main line --	210.61
	San Bernardino to Los Angeles -----	Main line ---	62.00
	Los Angeles to Los Angeles Junction. -----	Main line ---	83.10
	East Riverside to Orange -----	Main line ---	40.68
	Perris to San Jacinto -----	Branch line.	19.38
	Escondido Junction to Escondido -----	Branch line.	21.23
	San Bernardino to Mentone -----	Branch line.	12.50
	Ballona Junction to Ballona -----	Branch line.	15.05
	Inglewood to Redondo Beach -----	Branch line.	10.81
Total -----	-----	-----	475.36

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—Common -----	\$100 00	\$8,935,000 00	\$6,732,000 00
Preferred -----	100 00	8,000,000 00	6,072,000 00
Totals -----	-----	\$16,935,000 00	\$12,804,000 00

Manner of Payment for Capital Stock.	Number of Shares.
Issued for consolidation—Common -----	*67,320
Preferred -----	†60,720
Total -----	128,040

* Issued share for share for capital stock of California Central Railway Company and Redondo Beach Railway Company.

† Issued share for share for capital stock of California Southern Railroad Company.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Now Outstanding.
California Southern Railroad Company's first mortgage bonds—January 12, 1882; due January 1, 1922 -----	\$3,101,000 00	\$1,000 00
California Southern Railroad Company's first mortgage bonds—January 1, 1886; due March 1, 1926 -----	2,106,000 00	2,056,000 00
California Central Railway Company's first mortgage bonds—January 1, 1887; due June 1, 1932 -----	6,457,000 00	6,457,000 00
Redondo Beach Railway Company's first mortgage Bonds—June 1, 1888; due June 1, 1932 -----	270,000 00	270,000 00
California Southern Railroad Company's income bonds— March 1, 1886; due March 1, 1926 -----	3,505,000 00	3,497,000 00
Scrip -----	-----	3,740 00
Totals -----	\$15,439,000 00	\$12,284,740 00

FUNDED DEBT—Continued.

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.
California Southern Railroad Company's first mortgage bonds*		
California Southern Railroad Company's first mortgage bonds	6 per cent, Jan. and July	\$123,360 00
California Central Railway Company's first mortgage bonds	6 per cent, June and Dec. †	152,880 00
Redondo Beach Railway Company's first mortgage bonds	6 per cent, June and Dec. †	6,480 00
California Southern Railroad Company's income bonds	6 per cent, Mar. and Sept. ‡	
Total		\$282,720 00

* Bonds called for exchange; no interest charged.

† Interest on \$2,548,000 California Central Railway Company's first mortgage bonds and \$108,000 Redondo Beach Railway Company's first mortgage bonds only accrued, the remaining bonds of those companies participating in the income equally with the California Southern Railroad Company's regular income bonds from date of consolidation, November, 1889, in accordance with agreement of A. T. & S. F. Co., owner of said bonds, with the security holders of the California Southern Railroad Company.

‡ No interest accrued; payable only if earned.

The California Southern Railroad Company's first mortgage bonds of 1882 were sold in blocks to the amount of \$3,101,000, together with \$3,036,000 California Southern Railroad Company's capital stock, for \$3,324,000.

The California Central Railway Company's first mortgage bonds were issued, together with \$5,051,000 capital stock, under contract for construction of road.

The Redondo Beach Railway Company's first mortgage bonds were issued, together with \$275,000 capital stock, for construction of the road of that company.

The California Southern Railroad Company's registered income bonds were issued in exchange for that company's first mortgage bonds of 1882, and in payment of accrued interest thereon.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
California Southern Railroad Company's first mortgage bonds (1882)	San Bernardino to National City	129.59
California Southern Railroad Company's first mortgage bonds (1886)	Barstow to National City	210.61
	San Bernardino to Los Angeles	62.00
	Los Angeles to Los Angeles Junction	83.10
California Central Railway Company's first mortgage bonds	East Riverside to Orange	40.68
	Perris to San Jacinto	19.88
	Escondido Junction to Escondido	21.23
	San Bernardino to Mentone	12.50
	Ballona Junction to Port Ballona	15.05
Redondo Beach Railway Company's first mortgage lands	Inglewood to Redondo Beach	10.81

All equipment mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Audited vouchers and ac- counts	\$860,884 73	Cash	\$48,614 46
Wages and salaries	97,321 34	Bills receivable	758 22
Net traffic balances due to other companies	91,276 66	Due from agents	32,832 76
Matured interest coupons un- paid (including coupons due January first)	404,725 00	Due from solvent companies and individuals	196,633 86
Total	\$1,454,207 73	Balance—floating debt	1,175,368 43
		Total	\$1,454,207 73

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$12,804,000 00	475.36	\$26,935 38
Funded debt	12,284,740 00	475.36	25,843 02
Floating debt, balance of	1,175,368 43	475.36	2,472 59
Totals	\$26,264,108 43	475.36	\$55,250 99

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures —Operating Expenses.	Expenditures, not Operating Expenses.	Total Expenditures.	Credits Prop- erty and Material Sold.	Differences, etc.
Construction:					
Right of way and other real estate	\$5,427 29	.....	\$5,427 29	\$3,151 25	\$3,151 25
Fences	880 69	.....	880 69	.....	.....
Grading and ma- sonry	84,873 29	.....	84,873 29	685 82	685 82
Bridges and tres- tles	28,519 41	.....	28,519 41	600 00	600 00
Rails	14,532 78	.....	14,532 78	4,987 63	4,987 63
Ties	21 34	.....	21 34	1,134 36	1,134 36
Buildings, furni- ture, and fixtures	18,892 41	.....	18,892 41	7,202 90	7,202 90
Shop machinery and tools	793 25	\$2,917 25	3,710 50	.....	2,917 25
Engineering ex- penses	1,316 16	.....	1,316 16	.....	.....
Telegraph line	953 79	.....	953 79	.....	.....
Wharfing, etc.	6,783 30	170,890 49	177,673 79	.....	170,890 49
Sidings and yard extensions	13,085 30	.....	13,085 30	.....	.....
Road built by con- tract .....	.....	.....	.....	168,038 10	168,038 10
Other items	23,067 95	11,597 54	34,665 49	148 20	11,449 34
Total construction	\$197,239 46	\$185,405 28	\$382,644 74	\$185,948 26	\$542 98
Equipment:					
Locomotives	\$308 78	.....	\$308 78	.....	.....
Passenger cars .....	.....	8,160 00	8,160 00	\$8,160 00	\$8,160 00
Combination cars .....	.....	27 79	3,305 87	.....	8,160 00
Freight cars	3,278 08	.....	.....	.....	27 79
Other cars of all classes	3,636 25	.....	3,636 25	5,832 68	5,832 68
Total equipment	\$7,223 11	\$8,187 79	\$15,410 90	\$13,992 68	\$5,804 89
Total construction and equipment	\$204,462 57	\$193,593 07	\$398,055 64	\$199,940 94	\$6,347 87

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 1, 1889.	Net Additions and Adjustments During Year.	Total Cost to Dec. 31, 1890.
Construction:			
Right of way and other real estate	\$37,865 60	*\$3,151 25	\$34,714 35
Fences	26,089 40		26,089 40
Grading, bridge and culvert masonry ..	1,448,940 59	*685 82	1,448,254 77
Bridges and trestles	331,690 49	*600 00	331,090 49
Rails	1,288,787 66	*4,987 63	1,283,800 03
Ties	331,643 52	*1,134 36	330,509 16
Buildings, furniture, and fixtures	293,281 76	*7,202 90	286,078 86
Shop machinery, tools	154,005 09	2,917 25	156,922 34
Engineering expenses	146,088 35		146,088 35
Interest and discount—account construction	3,629,022 75		3,629,022 75
Telegraph line	13,042 79		13,042 79
Wharfing, etc.	50,396 22	170,890 49	221,286 71
Sidings and yard extensions	147,869 71		147,869 71
Road built by contract	16,227,625 37	*168,038 10	16,059,587 27
Other items	512,201 52	11,449 34	523,650 86
Total construction	\$24,638,550 82	*\$542 98	\$24,638,007 84
Equipment:			
Locomotives	\$227,019 83		\$227,019 83
Passenger cars	67,899 73	*\$8,160 00	59,739 73
Baggage, express, and postal cars	12,139 57		12,139 57
Combination cars	14,646 57	8,160 00	22,806 57
Freight cars	106,713 86	27 79	106,741 65
Other cars of all classes	5,832 68	*5,832 68	
Floating equipment	43,898 03		43,898 03
Total equipment	\$478,150 27	*\$5,804 89	\$472,345 38
Grand total cost construction and equipment	\$25,116,701 09	*\$6,347 87	\$25,110,353 22

* Credit.

The cost of construction per mile is \$51,830 21; cost per mile for equipment is \$993 65; total cost of construction and equipment per mile is \$52,823 86.

STOCKS OWNED.

Name.	Total Par Value.
Precipice Cañon Water Company (15 shares)	\$750 00
Marine Railway and Dry Dock Company (100 shares)	10,000 00
San Antonio Water Company (6 shares)	600 00

INCOME ACCOUNT.

Gross earnings from operation	\$1,758,823 80	
Less operating expenses	1,469,374 96	
Income from operation		\$289,448 84
Deductions from income:		
Interest on funded debt accrued during year	\$282,720 00	
Taxes	58,441 36	
Rentals	39,574 85	
Permanent improvements	204,462 57	
Total deductions from income		585,198 78
Net deficit		\$295,749 94
Deficit on December 31, 1889	\$733,717 59	
Deficit for year ending December 31, 1890	295,749 94	
Deficit December 31, 1890		\$1,029,467 53

DR.		GENERAL BALANCE SHEET.		CR.	
Cost of road	\$24,638,007 84	Capital stock	\$12,804,000 00		
Cost of equipment	472,345 38	Funded debt	12,284,740 00		
Stocks of other companies owned	15,514 28	Floating debt	1,175,368 43		
Other assets:		Sundry accounts in process of adjustment	8,692 43		
Materials and supplies....	167,305 83	Canceled bonds account	50,000 00		
Sundries	160 00				
Profit and loss:					
Deficit from operation	1,029,467 53				
Total	\$26,322,800 86	Total	\$26,322,800 86		

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation ...	\$289,448 84	Interest on funded debt paid ..	\$430 00
Net income realized from income security issued	130 00	Interest on funded debt accrued	282,720 00
Net increase floating debt	132,450 60	Taxes	58,441 36
Net amount decrease of other assets	162,923 66	Rentals	39,574 85
Receipts from other sources ..	6,847 87	Permanent improvements	197,239 46
		Equipment	7,233 11
		Securities purchased	616 15
		Other expenditures	5,056 04
Total	\$591,300 97	Total	\$591,300 97

WHARF EARNINGS.

Santa Fe wharf operations:		
Gross earnings		\$11,058 90
Expenses:		
Superintendence	\$2,495 02	
Wharf labor	1,128 63	
Wharf expenses	934 50	
Wharf repairs	658 22	
Tugs—labor and expenses	958 02	
Tugs and lighters—repairs	112 17	
		\$6,286 56
		4,772 34
National City wharf earnings		580 17
Total		\$5,352 51

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions, etc.	Actual Earnings.
Passenger revenue.....	\$634,434 01		
Less repayments, tickets redeemed.....		\$1,277 01	
Excess fares refunded.....		1,671 23	
Other repayments.....		5,364 36	
Total deductions.....		\$8,312 60	
Total passenger revenue.....			\$626,121 41
Mail.....			52,733 51
Express.....			34,600 00
Extra baggage and storage.....			14,728 76
Other items.....			4,464 85
Total passenger earnings.....			\$732,648 53
Freight revenue.....	\$976,599 41		
Less repayments, overcharged to shippers.....		\$30,761 49	
Other repayments.....		6,175 96	
Total deductions.....		\$36,937 45	
Total freight revenue.....			\$939,661 96
Other items.....			62,496 45
Total freight earnings.....			\$1,002,158 41
Total passenger and freight earnings.....			\$1,734,806 94
Other earnings from operations:			
Car mileage.....	\$746 42		
Switching charges.....	7,033 75		
Telegraph companies.....	4,766 09		
Rental of buildings, tracks, yards, and terminals.....	6,118 09		
Other sources.....	5,352 51		
Total other earnings.....			24,016 86
Total gross earnings from operation.....			\$1,758,823 80

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$174,196 80	\$101,921 96	\$276,118 76
Renewals of rails	1,314 32	713 74	2,028 06
Renewals of ties	2,856 07	1,547 87	4,403 94
Repairs of bridges and culverts	34,273 88	20,679 14	54,953 02
Repairs of fences, road-crossings, signs, and cattle guards	958 82	538 84	1,497 66
Repairs of buildings	8,776 75	4,937 86	13,714 61
Repairs of telegraph	1,161 76	668 99	1,830 75
Other expenses	7,898 04	4,560 39	12,458 43
Totals	\$231,436 44	\$137,568 79	\$367,005 23
Maintenance of equipment:			
Repairs and renewals of locomotives	\$30,075 78	\$17,034 65	\$47,110 43
Repairs and renewals of passenger cars	32,937 51		32,937 51
Repairs and renewals of freight cars		32,220 48	32,220 48
Shop machinery, tools, etc.	1,334 17	764 33	2,098 50
Other expenses	2,940 25	1,680 10	4,620 35
Totals	\$67,287 71	\$51,699 56	\$118,987 27
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$75,158 28	\$39,020 74	\$114,179 02
Fuel for locomotives	169,855 37	145,994 99	315,850 36
Water supply for locomotives	7,829 52	4,511 36	12,340 88
All other supplies for locomotives	4,002 84	2,823 32	6,826 16
Wages for other trainmen	49,218 46	38,823 05	88,041 51
All other train supplies	22,343 23	4,350 75	26,693 98
Wages of switchmen, flagmen, and watchmen	22,574 17	12,952 60	35,526 77
Expense of telegraph, including train dis- patchers and operators	18,793 79	10,714 75	29,508 54
Wages of station agents, clerks, and laborers	37,794 33	56,761 76	94,556 09
Station supplies	3,176 82	1,919 52	5,096 34
Switching charges—balances		6 62	6 62
Car mileage—balances	35,613 88	31,150 39	66,764 27
Loss and damage	8,768 41	8,734 22	17,502 63
Injuries to persons	8,170 73	2,960 85	11,131 58
Other expenses	2,425 21	1,994 67	4,419 88
Totals	\$465,725 04	\$362,719 59	\$828,444 63
General expenses:			
Salaries of officers	\$19,010 02	\$11,752 67	\$30,762 69
Salaries of clerks	31,423 83	22,690 18	54,114 01
General office expenses and supplies	5,214 78	3,335 83	8,550 61
Agencies, including salaries and rent	11,366 89	7,616 62	18,983 51
Advertising	6,725 89	2 78	6,728 67
Commissions	4,089 85		4,089 85
Insurance	2,968 10	1,681 90	4,650 00
Expense of traffic associations	381 79	2,431 37	2,813 16
Expense of stock yards and elevators		280 01	280 01
Rents of buildings, tracks, yards, and terminal	537 41	815 91	1,353 32
Legal expenses	6,944 47	3,982 29	10,926 76
Stationery and printing	6,369 67	5,315 57	11,685 24
Totals	\$95,032 70	\$59,905 13	\$154,937 83
Recapitulation of expenses:			
Maintenance of way and structures	\$231,436 44	\$137,568 79	\$367,005 23
Maintenance of equipment	67,287 71	51,699 56	118,987 27
Conducting transportation	465,725 04	362,719 59	828,444 63
General expenses	95,032 70	59,905 13	154,937 83
Grand totals	\$859,481 89	\$609,893 07	\$1,469,374 96
Percentage of operating expenses to earnings.	117.31	60.86	83.54

RENTALS PAID.

Rentals of locomotives and cars amounted to \$39,574 85.

IMPORTANT CHANGES DURING THE YEAR.

Old line at Garvanza, between Los Angeles and Pasadena, being part of the old L. A. T. G. V. R. R., was abandoned September 1, 1890. The bridge and a portion of the right of way were sold to the county of Los Angeles; part of the remaining track was returned to the company's stock and used in construction elsewhere. A small remnant of track remains on the old right of way, which the company still holds in its possession.

CONTRACTS, AGREEMENTS, ETC.

Express with Wells, Fargo & Co.

Mail with United States Government Post Office Department.

Pullman Palace Car Company.

Western Union Telegraph Company.

EMPLOYÉS AND SALARIES.

Class.	Num- ber.	Total Yearly Compensa- tion.	Daily Com- pensation.
General officers.....	8	\$31,300 00	\$8 70
General office clerks.....	67	65,700 00	2 70
Station agents*.....	81	44,700 00	1 54
Other station men.....	87	64,800 00	2 06
Enginemen.....	47	63,900 00	4 50
Firemen.....	47	36,400 00	2 57
Conductors.....	34	44,500 00	3 63
Other trainmen.....	72	60,600 00	2 34
Machinists.....	32	29,600 00	2 53
Carpenters.....	67	66,900 00	2 78
Other shopmen.....	86	66,100 00	2 14
Section foremen.....	58	46,200 00	2 21
Other trackmen.....	351	218,500 00	1 73
Switchmen, flagmen, and watchmen.....	45	41,000 00	2 53
Telegraph operators and dispatchers.....	20	18,800 00	2 61
All other employés and laborers.....	126	95,100 00	2 09
Totals.....	1,228	\$994,100 00	\$2 25

* Forty-three station agents are also telegraph operators.

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	622,381	
Number of passengers carried one mile	22,123,753	
Average distance carried—miles	35.55	
Total passenger revenue		\$626,121 41
Amount received from each passenger		1 01
Average receipts per passenger per mile		02.831
Cost of carrying each passenger one mile		03.885
Passenger earnings per mile of road		1,317 15
Passenger earnings per train mile		92
Freight traffic:		
Number of tons carried of freight earning revenue	389,097	
Number of tons carried one mile	35,900,444	
Average distance haul of one ton—miles	92.27	
Total freight revenue		939,661 96
Amount received for each ton of freight		2 42
Average receipts per ton per mile		02.617
Cost of carrying one ton one mile		01.699
Freight earnings per mile of road		1,976 74
Freight earnings per train mile—north or east		2 34
Freight earnings per train mile—south or west		1 88
Passenger and freight:		
Passenger and freight earnings		1,565,783 37
Passenger and freight earnings per mile of road		3,293 89
Expense per mile of road		3,091 08
Total earnings per mile of road, including mails, express, etc.		3,699 98
Train mileage:		
Miles run by passenger trains	637,832	
Miles run by freight trains	334,603	
Miles run by mixed trains	150,403	
Total mileage trains earning revenue	1,122,838	
Miles run by switching trains	205,940	
Miles run by construction and other trains	130,618	
Total train mileage	1,459,396	
Mileage of loaded freight cars—north or east	1,854,988	
Mileage of loaded freight cars—south or west	1,714,460	
Mileage of empty freight cars—north or east	1,107,927	
Mileage of empty freight cars—south or west	1,182,760	
Average number of freight cars in train	18	
Average number of loaded cars in train	10	
Average number of empty cars in train	8	
Average number of tons of freight in train	45	
Average number of tons of freight in each loaded car ..	4½	

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers.....		4	4	Collisions.....	1	3	4
Employés.....	2	45	47	Coupling cars.....		6	6
Other persons.....	1	7	8	Grade crossings.....		3	3
				Other causes.....	2	44	46
Totals.....	3	56	59	Totals.....	3	56	59

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles.....	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.....	Length of Straight Track—Miles.....
National City to San Bernardino.....	129.6	292	39.1	90.5
San Bernardino to Barstow.....	81.0	154	20.3	60.7
San Bernardino to Los Angeles.....	62.0	64	10.7	51.3
Los Angeles to Los Angeles Junction.....	83.1	85	13.1	70.0
East Riverside to Orange.....	40.7	52	9.5	31.2
Perris to San Jacinto.....	19.4	4	1.9	17.5
Escondido Junction to Escondido.....	21.2	54	8.7	12.5
San Bernardino to Mentone.....	12.5	16	3.4	9.1
Ballona Junction to Port Ballona.....	15.0	20	2.5	12.5
Inglewood to Redondo Beach.....	10.8	20	3.9	6.9

Working Divisions or Branches.	Profile.						
	Length of Level Track—Miles.....	Number of Ascending Grades.....	Sum of Ascents—Feet.....	Aggregate Length of Ascending Grades—Miles.....	Number of Descending Grades.....	Sum of Descents—Feet.....	Aggregate Length of Descending Grades—Miles.....
National City to San Bernardino.....	28.0	35	2,691	76.8	17	1,631	24.8
San Bernardino to Barstow.....	8.5	11	2,854	29.1	30	1,824	43.4
San Bernardino to Los Angeles.....	3.9	12	749	17.7	12	1,585	40.4
Los Angeles to Los Angeles Junction.....	18.3	31	886	26.8	31	965	38.0
East Riverside to Orange.....	9.0	16	131	5.0	16	896	26.7
Perris to San Jacinto.....	2.3	7	213	12.2	6	127	4.9
Escondido Junction to Escondido.....	2.6	10	909	14.1	10	309	4.5
San Bernardino to Mentone.....	.2	3	642	9.6	3	84	2.2
Ballona Junction to Port Ballona.....	4.8	4	269	8.5	4	47	1.7
Inglewood to Redondo Beach.....	6.7	4	147	6.1	3	52	2.0

Bridges: Number of stone, none; iron, 2; wooden, 569; combination, none.

Trestles: Number, 22; aggregate length, 4,650 feet.

Gauge of track: 4 feet $8\frac{1}{2}$ inches.

Telegraph: Owned and operated by this company jointly with the Western Union Telegraph Company, 480 $\frac{3}{4}$ miles of line, or 597.8 miles of wire.

Number of stations on all roads operated by this company in California, 131.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From National City to Fallbrook.....	Jan. 2, 1882.
From Fallbrook to Temecula.....	Mar. 22, 1882.
From Temecula to 105-mile siding.....	April 24, 1882.
From 105-mile siding to 109-mile siding.....	July 10, 1882.
From 109-mile siding to 116-mile siding.....	July 28, 1882.
From 116-mile siding to East Riverside.....	Aug. 12, 1882.
From East Riverside to Colton.....	Aug. 21, 1882.
From Colton to San Bernardino.....	Sept. 13, 1883.
From San Bernardino to Barstow.....	Nov. 15, 1885.
From Los Angeles to Pasadena.....	Sept. 17, 1885.
From Pasadena to Olivewood.....	Oct. 7, 1885.
From Olivewood to Lamanda Park.....	Nov. 7, 1885.
From East Riverside to Riverside.....	Jan. 8, 1886.
From Riverside to Arlington.....	Mar. 15, 1886.
From Lamanda Park to San Bernardino.....	May 31, 1887.
From Arlington to Rincon.....	June 27, 1887.
From Rincon to Santa Ana.....	Sept. 15, 1887.
From Los Angeles to Port Ballona.....	Sept. 23, 1887.
From Santa Ana to San Juan.....	Nov. 30, 1887.
From Escondido Junction to Escondido.....	Dec. 31, 1887.
From San Bernardino to Mentone.....	Feb. 1, 1888.
From Inglewood to Redondo Beach.....	April 16, 1888.
From Perris to San Jacinto.....	April 30, 1888.
From Ballona Junction to Orange.....	Aug. 12, 1888.
From San Juan to Los Angeles Junction.....	Aug. 12, 1888.

GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of Donation.	Cash.
Cash account to Escondido Division.....	\$110,000 00
Cash and land account to San Jacinto Valley Division.....	55,000 00

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

San Diego Division, depot grounds, 258.05 acres.

San Bernardino Division, depot grounds, 67.59 acres.

Los Angeles Division, depot grounds, 47.41 acres.

Coast Division, depot grounds, 62.20 acres.

Riverside Division, depot grounds, 49.23 acres.

San Jacinto Valley Division, depot grounds, 25.07 acres.

Escondido Division, depot grounds, 29.04 acres.

San Bernardino Valley Division, depot grounds, 13.22 acres.

La Ballona Division, depot grounds, 4.28 acres.

Redondo Division, depot grounds, 5.28 acres.

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers.....		4	4	Collisions.....	1	3	4
Employés.....	2	45	47	Coupling cars.....		6	6
Other persons.....	1	7	8	Grade crossings.....		3	3
				Other causes.....	2	44	46
Totals.....	3	56	59	Totals.....	3	56	59

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles.	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.	Length of Straight Track—Miles.
National City to San Bernardino.....	129.6	292	39.1	90.5
San Bernardino to Barstow.....	81.0	154	20.3	60.7
San Bernardino to Los Angeles.....	62.0	64	10.7	51.3
Los Angeles to Los Angeles Junction.....	83.1	85	13.1	70.0
East Riverside to Orange.....	40.7	52	9.5	31.2
Perris to San Jacinto.....	19.4	4	1.9	17.5
Escondido Junction to Escondido.....	21.2	54	8.7	12.5
San Bernardino to Mentone.....	12.5	16	3.4	9.1
Ballona Junction to Port Ballona.....	15.0	20	2.5	12.5
Inglewood to Redondo Beach.....	10.8	20	3.9	6.9

Working Divisions or Branches.	Profile.					
	Length of Level Track—Miles.	Number of Ascending Grades.	Sum of Ascents—Feet.	Aggregate Length of Ascending Grades—Miles.	Number of Descending Grades.	Sum of Descents—Feet.
National City to San Bernardino.....	28.0	35	2,691	76.8	17	1,631
San Bernardino to Barstow.....	8.5	11	2,854	29.1	30	1,824
San Bernardino to Los Angeles.....	3.9	12	749	17.7	12	1,585
Los Angeles to Los Angeles Junction.....	18.3	31	886	26.8	31	965
East Riverside to Orange.....	9.0	16	131	5.0	16	896
Perris to San Jacinto.....	2.3	7	213	12.2	6	127
Escondido Junction to Escondido.....	2.6	10	909	14.1	10	309
San Bernardino to Mentone.....	.2	3	642	9.6	3	84
Ballona Junction to Port Ballona.....	4.8	4	269	8.5	4	47
Inglewood to Redondo Beach.....	6.7	4	147	6.1	3	52

Bridges: Number of stone, none; iron, 2; wooden, 569; combination, none.

Trestles: Number, 22; aggregate length, 4,650 feet.

Gauge of track: 4 feet 8½ inches.

Telegraph: Owned and operated by this company jointly with the Western Union Telegraph Company, 480½ miles of line, or 597.8 miles of wire.

Number of stations on all roads operated by this company in California, 131.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From National City to Fallbrook.....	Jan. 2, 1882.
From Fallbrook to Temecula.....	Mar. 22, 1882.
From Temecula to 105-mile siding.....	April 24, 1882.
From 105-mile siding to 109-mile siding.....	July 10, 1882.
From 109-mile siding to 116-mile siding.....	July 28, 1882.
From 116-mile siding to East Riverside.....	Aug. 12, 1882.
From East Riverside to Colton.....	Aug. 21, 1882.
From Colton to San Bernardino.....	Sept. 13, 1883.
From San Bernardino to Barstow.....	Nov. 15, 1885.
From Los Angeles to Pasadena.....	Sept. 17, 1885.
From Pasadena to Olivewood.....	Oct. 7, 1885.
From Olivewood to Lamanda Park.....	Nov. 7, 1885.
From East Riverside to Riverside.....	Jan. 8, 1886.
From Riverside to Arlington.....	Mar. 15, 1886.
From Lamanda Park to San Bernardino.....	May 31, 1887.
From Arlington to Rincon.....	June 27, 1887.
From Rincon to Santa Ana.....	Sept. 15, 1887.
From Los Angeles to Port Ballona.....	Sept. 23, 1887.
From Santa Ana to San Juan.....	Nov. 30, 1887.
From Escondido Junction to Escondido.....	Dec. 31, 1887.
From San Bernardino to Mentone.....	Feb. 1, 1888.
From Inglewood to Redondo Beach.....	April 16, 1888.
From Perris to San Jacinto.....	April 30, 1888.
From Ballona Junction to Orange.....	Aug. 12, 1888.
From San Juan to Los Angeles Junction.....	Aug. 12, 1888.

GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of Donation.	Cash.
Cash account to Escondido Division.....	\$110,000 00
Cash and land account to San Jacinto Valley Division.....	55,000 00

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

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La Ballona Division, depot grounds, 4.28 acres.

Redondo Division, depot grounds, 5.28 acres.

STATE OF ILLINOIS, }
 County of Cook. } ss.

Allen Manvel, President of the Southern California Railroad Company, and J. W. Reinhart, Vice-President of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

ALLEN MANVEL,
 President.
 J. W. REINHART,
 Vice-President.

Subscribed and sworn to before me, by said Allen Manuel, this twenty-second day of August, 1891.

HOWARD L. ABBOTT,
 Notary Public,
 Cook County, Illinois.

[SEAL]

COMMONWEALTH OF MASSACHUSETTS, }
 County of Suffolk. } ss.

Subscribed and sworn to before me by J. W. Reinhart, Vice-President, this fifteenth day of August, 1891.

[SEAL]

GEO. L. GOODWIN,
 Notary Public.

ATLANTIC AND PACIFIC RAILROAD COMPANY.

ALBUQUERQUE, NEW MEXICO, June 15, 1891.

To the honorable Board of Railroad Commissioners of the State of California:

GENTLEMEN: An agreement having been reached between myself, on behalf of the Atlantic and Pacific Railroad Company, and the honorable Board of Railroad Commissioners, on the tenth day of February, 1887, whereby I consented, without waiving any rights, to aid your honorable Board, so far as I could do so consistently, in preparing statistics and reports concerning railroads and their managements in the State of California. I have the honor to submit attached hereto a report of the Atlantic and Pacific Railroad Company relative to its property and operations in the State of California for the year ending December 31, 1890, which I have had compiled as nearly as possible in the form prescribed by your Board, from the report made by our company to the Secretary of the Interior of the United States, as provided for in the Act incorporating said company.

In submitting this report I desire again to call your attention to the position assumed by this company, which is, that being a Federal corporation, erected by the supreme legislative authority of the nation, and being by that Act constituted a Federal agency, fully empowered to fix and determine our own rates of fares and freights, and being required to make an annual report to the honorable Secretary of the Interior, according to a form prescribed by his department, we do not believe that we could be lawfully required or legally compelled to make any report to your honorable Board; but being willing and anxious to aid you, so far as may be, in the performance of your duties, we take pleasure in handing you as full a report as can be conveniently compiled from the one furnished the Secretary of the Interior, as aforesaid, hoping and believing it will give you generally such information as you may require, at the same time protesting that in making this report we do not do so under compulsion, but voluntarily, not intending thereby to waive any rights the Atlantic and Pacific Railroad Company has or may have under its Federal charter or otherwise, but hereby expressly reserving to it every right and immunity from State control or otherwise it may have as a national corporation, Federal agency, and interstate railroad.

Respectfully submitted.

WM. C. HAZELDINE,
General Attorney.

HISTORY.

1. Name of common carrier making this report: Atlantic and Pacific Railroad Company.
2. Date of organization: July 27, 1866.
3. Under laws of what Government, State, or Territory organized: Act of Congress of the United States, approved July 27, 1866.

ORGANIZATION.

Names of Directors.	Post Office Address.
George C. Magoun	No. 95 Milk Street, Boston.
Thomas Baring	New York.
Cecil Baring	New York.
Wm. Libbey	New York.
J. J. McCook	New York.
J. A. Williamson	No. 15 Broad Street, New York.
A. Manvel	Rialto Street, New York.
J. D. Springer	Chicago.
B. P. Cheney	Boston.
Samuel Hays	Boston.
Alden Spear	Boston.
Levi C. Wade	Boston.
E. H. Abbott	Cambridge, Mass.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	George C. Magoun	No. 95 Milk St., Boston.
President	Allen Manvel	Rialto Building, Chicago.
Vice-President	J. W. Reinhart	No. 95 Milk St., Boston.
Vice-President	A. A. Robinson	Topeka, Kansas.
Vice-President	J. D. Springer	Chicago.
Secretary	H. W. Gardiner	No. 15 Broad St., N. York.
Treasurer	H. W. Gardiner	No. 15 Broad St., N. York.
Cashier	C. E. Crary	Albuquerque, N. Mexico.
General Counsel	J. J. McCook	No. 120 Broadway, N. Y.
General Solicitor	George R. Peek	Topeka, Kansas.
General Attorney	William C. Hazeldine	Albuquerque, N. Mexico.
General Auditor	J. W. Reinhart	No. 95 Milk St., Boston.
Local Auditor	W. W. Pope	Albuquerque, N. Mexico.
General Manager Western Div.	D. P. Robinson	Albuquerque, N. Mexico.
General Manager Central Div.	H. L. Morrill	St. Louis, Missouri.
Traffic Manager	W. F. White	Topeka, Kansas.
Supt. Transportation	Andrew Smith	Albuquerque, N. Mexico.
Supt. Road Department	F. E. Nelson	Williams, Arizona.
General Passenger Agent	W. A. Bissell	"Chronicle" Bldg., S. F.
General Agent	F. T. Berry	Albuquerque, N. Mexico.
General Freight Agent	W. A. Bissell	"Chronicle" Bldg., S. F.
Passenger Agent	C. H. Speers	San Francisco.
Freight Agent	H. C. Bush	San Francisco.
Superintendent of Telegraph	Andrew Smith	Albuquerque, N. Mexico.
General Baggage Agent	P. Walsh	Topeka, Kansas.
Master Mechanic	George A. Hancock	Albuquerque, N. Mexico.
Land Commissioner	James A. Williamson	Rialto Building, Chicago.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.	Differences, etc.
Construction:		
Buildings, furniture, and fixtures	\$2,316 19	\$2,316 19
Shop machinery and tools	78 96	78 96
Sidings and yard extensions	423 00	423 00
Other items	47 09	47 09
Total construction	\$2,865 24	\$2,865 24
Equipment:		
Locomotives	\$8,764 63	\$8,764 63
Sleeping, parlor, and dining cars	2,256 94	2,256 94
Baggage, express, and postal cars		
Freight cars	35,488 22	35,488 22
Total equipment	\$46,509 79	\$46,509 79
Grand total construction and equipment	\$49,375 03	\$49,375 03

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions during Year.	Total Cost to Dec. 31, 1890.
Construction:			
Fences	\$626 30		\$626 30
Grading and bridge and culvert masonry	808 84		808 84
Bridges and trestles	5,818 44		5,818 44
Rails	2,968 93		2,968 93
Ties	689 50		689 50
Buildings, furniture, and fixtures	20,984 72	\$2,316 19	23,300 91
Shop machinery and tools	3,861 08	78 96	3,940 04
Engineering expenses	1,529 22		1,529 22
Sidings and yard extensions	7,057 59	423 00	7,480 59
Other items	10,078 61	47 09	10,125 70
Total construction	\$54,423 23	\$2,865 24	\$57,288 47
Equipment:			
Locomotives	\$7,012 05	\$8,764 63	\$15,776 68
Passenger, sleeping, parlor, dining, baggage, ex- press, postal, combination, freight, and other cars of all classes	48,448 73	37,745 16	86,193 89
Total equipment	\$55,460 78	\$46,509 79	\$101,970 57
Grand total cost construction and equipment	\$109,884 01	\$49,375 03	\$159,259 04

EXPENDITURE ACCOUNT.

Taxes	\$36,379 99
Other expenditures	650 36
Total	\$37,030 35

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$164,370 62
Mail	29,486 62
Express	38,293 64
Total passenger earnings	\$232,150 88
Freight revenue	569,749 42
Total passenger and freight earnings	\$801,900 30
Other sources	5,842 34
Total gross earnings from operation	\$807,742 64

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$43,639 93	\$57,075 35	\$100,715 28
Renewals of rails	1,449 30	1,895 49	3,344 79
Renewals of ties	24,825 59	32,468 63	57,294 22
Repairs of bridges and culverts	8,067 56	10,551 32	18,618 88
Repairs of fences, road-crossings, signs, and cattle guards	8 88	11 62	20 50
Repairs of buildings	3,707 84	4,849 38	8,557 22
Repairs of telegraph	147 01	192 26	339 27
Other expenses	1,258 80	1,646 35	2,905 15
Totals	\$83,104 91	\$108,690 40	\$191,795 31
Maintenance of equipment:			
Repairs and renewals of locomotives	\$34,664 66	\$45,336 86	\$80,001 52
Repairs and renewals of passenger cars	9,845 01		9,845 01
Repairs and renewals of freight cars		39,030 73	39,030 73
Shop machinery, tools, etc.	166 96	218 36	385 32
Other expenses	927 53	1,213 08	2,140 61
Totals	\$45,604 16	\$85,799 03	\$131,403 19
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$33,767 04	\$44,162 89	\$77,929 93
Fuel for locomotives	29,573 05	38,677 69	68,250 74
Water supply for locomotives	9,514 12	12,443 23	21,957 35
All other supplies for locomotives	2,741 40	3,585 40	6,326 80
Wages for other trainmen	22,599 66	29,557 41	52,157 07
All other train supplies	5,066 36	6,626 13	11,692 49
Wages of switchmen, flagmen, and watchmen	4,635 11	6,062 13	10,697 24
Expense of telegraph, including train dis- patchers and operators	6,219 80	8,134 69	14,354 49
Wages of station agents, clerks, and laborers	8,003 15	10,467 08	18,470 23
Station supplies	678 33	887 16	1,565 49
Car mileage—balances	17,512 86	22,904 54	40,417 40
Loss and damage	4,886 48	6,390 89	11,277 37
Injuries to persons	579 07	757 35	1,336 42
Other expenses	6,382 10	8,346 95	14,729 05
Totals	\$152,158 53	\$199,003 54	\$351,162 07
General expenses:			
Salaries of officers	\$3,384 93	\$4,427 05	\$7,811 98
Salaries of clerks	5,038 84	6,590 15	11,628 99
General office expenses and supplies	1,138 35	1,488 82	2,627 17
Agencies, including salaries and rent	2,675 20	3,498 81	6,174 01
Advertising	384 28	502 58	886 86
Insurance	1,115 08	1,458 38	2,573 46
Expense of stockyards and elevators	16 30	21 32	37 62
Legal expenses	3,141 08	4,108 12	7,249 20
Stationery and printing	475 82	622 31	1,098 13
Other general expenses	663 39	867 63	1,531 02
Totals	\$18,033 27	\$23,585 17	\$41,618 44
Recapitulation of expenses:			
Maintenance of way and structures	\$83,104 91	\$108,690 40	\$191,795 31
Maintenance of equipment	45,604 16	85,799 03	131,403 19
Conducting transportation	152,158 53	199,003 54	351,162 07
General expenses	18,033 27	23,585 17	41,618 44
Grand totals	\$298,900 87	\$417,078 14	\$715,979 01
Percentage of operating expenses to earnings			88.64

RENTALS PAID.

Items.	Cash.
Rents paid for leased roads:	
Southern California—Rentals of tracks, etc.	\$2,394 96
Rentals paid for locomotives and cars	5,006 99
Total	\$7,401 95

EMPLOYÉES AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers	2	\$8,468 88	
General office clerks	15	14,942 65	\$3 09
Station agents	7	6,611 54	2 50
Other station men	6	4,104 93	2 05
Enginemen	30	48,572 39	4 47
Firemen	33	27,847 30	2 32
Conductors	24	28,286 60	3 21
Other trainmen	44	32,638 50	2 06
Machinists	15	15,269 58	3 22
Carpenters	23	20,357 14	2 79
Other shopmen	111	77,985 87	2 25
Section foremen	24	18,737 71	2 24
Other trackmen	215	63,573 11	95
Switchmen, flagmen, and watchmen	13	8,460 89	1 88
Telegraph operators and dispatchers	14	12,388 70	2 39
All other employés and laborers	55	42,981 13	2 49
Totals	631	\$431,226 92	

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	48,900	
Number of passengers carried one mile	9,104,501	
Average distance carried—miles	186	
Total passenger revenue		\$164,370 62
Amount received from each passenger		3 36
Average receipts per passenger per mile		01.81
Cost of carrying each passenger one mile		03.28
Passenger earnings per mile of road		676 42
Passenger earnings per train mile		54.6
Freight traffic:		
Number of tons carried of freight earning revenue	246,700	
Number of tons carried one mile	48,634,831	
Average distance haul of one ton—miles	197	
Total freight revenue		569,749 42
Amount received for each ton of freight		2 31
Average receipts per ton per mile		01.17
Cost of carrying one ton one mile		00.858
Freight earnings per mile of road		2,344 65
Freight earnings per train mile—east and west		1 17.35
Passenger and freight:		
Passenger and freight earnings		734,120 04
Passenger and freight earnings per mile of road		3,021 07
Expense per mile of road		2,946 41
Total earnings per mile of road, including mails, express, etc.		3,324 04

PASSENGER, FREIGHT, AND TRAIN MILEAGE—Continued.

	Tonnage, Passengers, etc.	Revenue and Rates.
Train mileage:		
Miles run by passenger trains	301,076	
Miles run by freight trains	485,489	
Total mileage trains earning revenue	786,565	
Miles run by switching trains	110,385	
Miles run by construction and other trains	4,689	
Total train mileage	901,639	
Mileage of loaded freight cars—east	1,974,515	
Mileage of loaded freight cars—west	2,872,190	
Mileage of empty freight cars—east	1,341,666	
Mileage of empty freight cars—west	371,987	
Average number of freight cars in train	17	
Average number of loaded cars in train	12	
Average number of empty cars in train	5	
Average number of tons of freight in train	60	
Average number of tons of freight in each loaded car	5	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.	Total Tons.	Per Cent.
Products of agriculture:				
Grain	20	4,151	4,171	1.69
Flour	3	2,298	2,301	.93
Other mill products		989	989	.40
Hay	41	1,552	1,593	.65
Tobacco		228	228	.09
Fruit and vegetables	6	20,515	20,521	8.32
Product of animals:				
Live stock	102	5,067	5,169	2.10
Dressed meats, and other packing- house products, and poultry, game, and fish	4	5,924	5,928	2.40
Wool		1,105	1,105	.45
Hides and leather	11	508	519	.21
Products of mines:				
Bituminous coal	15	65,990	66,005	26.76
Coke	16	12	28	.01
Ores	118	2,110	2,228	.90
Stone, sand, and other like articles		3,753	3,753	1.52
Borax	3,329	1,207	4,536	1.84
Salt	296	529	825	.33
Products of forest:				
Lumber	28	7,988	8,016	3.25
Manufactures:				
Petroleum and other oils		12,367	12,367	5.01
Iron and steel rails	13		13	.01
Other castings and machinery	151	9,076	9,227	3.74
Bar and sheet metal		3,031	3,031	1.23
Cement, brick, and lime		674	674	.27
Agricultural implements		2,836	2,836	1.15
Wagons, carriages, tools, etc.	17	2,699	2,716	1.10
Wines, liquors, and beers	4	6,335	6,339	2.57
Household goods and furniture	57	4,315	4,372	1.77
Merchandise	229	68,345	68,574	27.80
Other commodities not mentioned above	142	8,494	8,636	3.50
Total tonnage	4,602	242,098	246,700	100.00

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.	With Train Brake.	With Automatic Coupling.
Cars in passenger service:			
First class passenger cars.....	9	9	9
Baggage, express, and postal cars.....	9	9	9
Other cars in passenger service.....	2	2	2
Totals	20	20	20
Cars in freight service:			
Box cars.....	161		
Flat cars.....	403		
Stock cars.....	72		
Coal cars.....	262		
Other cars.....	75		
Total	973		
Cars in company's service:			
Derrick cars.....	2		
Caboose cars.....	24		
Total	999		
Cars contributed to fast freight line service.....	45	45	
Total owned	1,064		
Cars leased:			
Caboose cars.....	15	15	
Passenger car coaches, baggage, mail, and express.....	23	23	23
Coal cars.....	1,000	1,000	
Stock cars.....	200	200	
Flat cars.....	200	200	
Grand total	2,502		

The Westinghouse train brake and Miller coupler are used on the cars of this road.

MILEAGE OF ROAD OPERATED.

The total length of single track is 243 miles.

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 120 tons. Average price of rails at distributing point, steel, \$28 56 per ton.

New ties laid during year, 95,060 wooden. Average price at distributing point, 60 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal— Tons.	Wood— Cords.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger.....	13,309	31	13,324	305,206	87.213
Freight.....	26,661	71	26,696	406,964	131.198
Switching.....	1,557	2	1,558	110,385	28.228
Construction.....	1,965		1,965	56,880	69.092
Totals	43,492	104	43,544	879,435	
Average cost at distributing point.	\$1 60	\$1 00			

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers -----		1	1	Derailment -----		1	1
Employés -----	3	7	10	Other causes -----	3	7	10
Totals -----	3	8	11	Totals -----	3	8	11

CHARACTERISTICS OF ROAD.

Needles to Mojave: Length, 240.9 miles; number of curves, 208; aggregate length of curved lines, 46.3 miles; length of straight track, 194.6 miles; length of level track, 19.3 miles; number of ascending grades, 381; sum of ascents, 52,761 feet; aggregate length of ascending grades, 135.4 miles; number of descending grades, 170; sum of descents, 3,015 feet; aggregate length of descending grades, 86.2 miles.

Bridges: Number of wooden, 629.

Trestles: Aggregate length, 23,690 feet.

Gauge of track: Standard.

Telegraph: Owned by this company, 243 miles of line, or 486 miles of wire.

Number of stations on all roads operated by this company in California, 26.

TERRITORY OF NEW MEXICO, }
County of Bernalillo. }

Wm. C. Hazeldine, General Attorney for the Western Division of the Atlantic and Pacific Railroad Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing report have been prepared under his supervision from the report of said company to the honorable Secretary of the Interior, for the year 1890, in accordance with an understanding had with said Railroad Commissioners on the tenth day of February, 1887, and that to the best of his knowledge, and, as he verily believes, the same contains a full, complete, and true exhibit of the condition and affairs of that portion of the line of said company located within the State of California, on the thirty-first day of December, 1890, as the same are shown above by said report to said Secretary of the Interior.

WM. C. HAZELDINE.

Subscribed and sworn to before me, this fifteenth day of June, A.D. 1891.

[SEAL]

KARL O. SNYDER,
United States Commissioner, District of New Mexico.

SAN FRANCISCO AND NORTH PACIFIC RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: San Francisco and North Pacific Railway Company.
2. Date of organization: March 19, 1889.
3. Under laws of what Government, State, or Territory organized: Laws of California.
4. Reference to charters and all amendments to same:

Name.	Date of Organization.
San Francisco and North Pacific Railway Company.....	June 29, 1877.
San Francisco and San Rafael Railroad Company.....	.....
Sonoma Valley Railroad Company.....	July 24, 1878.
Marin and Napa Railroad Company.....	.....
Cloverdale and Ukiah Railroad Company.....	.....

All these companies were chartered under the Civil Code of California, and sold, assigned, and transferred to the San Francisco and North Pacific Railway Company all their roadway, depot grounds, stations, rolling stock, and other material, on March 19, 1889, except certain old material belonging to J. M. Donahue personally.

5. Date and authority for each consolidation: The San Francisco and North Pacific Railway Company was formed by the consolidation of: The Sonoma and Marin Railroad Company, organized November 13, 1874; the Fulton and Guerneville Railroad Company, organized May 23, 1876, and the reorganization of the San Francisco and Humboldt Bay Railroad Company.

6. See No. 5.

The San Francisco and North Pacific Railway Company was formed in March, 1889, by transfer from the following companies: San Francisco and North Pacific Railroad Company, Sonoma Valley Railroad Company, Marin and Napa Railroad Company, Cloverdale and Ukiah Railroad Company, San Francisco and San Rafael Railroad Company.

The San Francisco and North Pacific Railway Company issued \$6,000,000 worth of stock, and \$4,000,000 worth of first mortgage 5 per cent 30-year \$1,000 bonds, due January 1, 1919; interest payable, commencing July 1, 1889, on the first of January and the first of July. The mortgage further provides for an additional issue of \$500,000 on extensions, at the rate of not exceeding \$25,000 per mile of railroad in excess of 160 miles already constructed.

Provision is made for a sinking fund of \$25,000 per annum, for the purchase of the bonds in the market, at not exceeding 110 and interest.

The San Francisco and North Pacific Railroad Company (one of the said companies), 106 miles, was incorporated June 29, 1877, and formed by the consolidation of the Sonoma and Marin Railroad, chartered November 13, 1874, and the Fulton and Guerneville Railroad, chartered May 23, 1876. Road opened from Donahue to Santa Rosa (23 miles), January 1, 1870; to Windsor (9 miles), March 1, 1871; to Grants (4 miles), April 10, 1871; to Healdsburg (2 miles), July 1, 1871; and to Cloverdale (18 miles), April 18, 1872.

The Guerneville branch was opened May 29, 1876, and the Petaluma branch June 2, 1879. Included in the main line was a section of 9 miles, Point Tiburon to San Rafael, leased.

The Sonoma Valley Railroad Company (also one of the said companies), 21.43 miles, was incorporated July 24, 1878; road opened August 23, 1880.

The Sonoma and Santa Rosa Railroad was opened August 15, 1882. The two companies were consolidated during 1885.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
J. F. Burgin.....	San Francisco.....	Third Tuesday in January.
P. N. Lienthal.....	San Francisco.....	Third Tuesday in January.
Peter J. McGlynn.....	San Francisco.....	Third Tuesday in January.
A. L. Seligman.....	San Francisco.....	Third Tuesday in January.
Chas. F. Hanlon.....	San Francisco.....	Third Tuesday in January.
Russell J. Wilson.....	San Francisco.....	Third Tuesday in January.
Henry T. Scott.....	San Francisco.....	Third Tuesday in January.

Number of stockholders at date of last election: 9.

Last meeting of stockholders for election of Directors: January 20, 1891.

Post Office address of general and operating offices: 410 Mission Street, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	J. F. Burgin	No. 410 Mission Street.
Vice-President	P. N. Lilienthal	No. 410 Mission Street.
Secretary	Thos. Mellersh	No. 410 Mission Street.
Treasurer	Alfred L. Seligman	No. 410 Mission Street.
Cashier	W. J. McMullin	No. 410 Mission Street.
Chief Engineer	F. K. Zook	No. 410 Mission Street.
General Solicitor	Chas. F. Hanlon	"Chronicle" Building.
Comptroller	Thomas Mellersh	No. 410 Mission Street.
General Manager	H. C. Whiting	No. 410 Mission Street.
Superintendent	W. G. Corbaley	San Rafael.
General Passenger and Ticket Agent	Peter J. McGlynn	No. 410 Mission Street.
General Freight Agent	W. H. Menton	No. 410 Mission Street.
Assistant General Passenger, Ticket, and Freight Agent	W. J. McMullin	No. 410 Mission Street.
General Baggage Agent	W. H. Menton	No. 410 Mission Street.

PROPERTY OPERATED.

Name.	Terminals.	Description.	Miles.
San Francisco and North Pacific Railway	Tiburon to Ukiah	Main line	106.00
	Donahue to Junction	Branch line	5.76
	Fulton to Guerneville	Branch line	17.61
	Santa Rosa to Sebastopol	Branch line	6.25
	Ignacio to Glen Ellen	Branch line	26.63
Total .....	.....	.....	162.25

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$6,000,000 00	\$6,000,000 00

Manner of payment for capital stock: Issued for construction, 60,000 shares; total cash realized, \$6,000,000. Issued by San Francisco and North Pacific Railway Company in payment for the several properties acquired March 19, 1889, and reorganized.

FUNDED DEBT.

Class of Bond or Obligation.		Amount of Authorized Issue.	Amount Issued and now Out- standing.
First mortgage—Jan. 1, 1889; due Jan. 1, 1919 -----		\$4,500,000 00	\$4,150,000 00
Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage—Jan. 1, 1889---	5 per cent, Jan. and July.	\$207,045 56	\$207,045 56

Issued during year, and included in above, first mortgage bonds, January 1, 1889, to January 1, 1919, to the amount of \$200,000; cash realized, \$185,000.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
San Francisco and North Pacific Railway first mortgage	Tiburon to Ukiah	106.00
	Donahue to Junction	5.76
	Fulton to Guerneville	17.61
	Santa Rosa to Sebastopol	6.25
	Ignacio to Glen Ellen	26.63
Total		162.25

All equipment and property mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Loans and bills payable..... \$32,138 28	Cash..... \$88,256 63
Audited vouchers and accounts. 70,419 26	Due from agents..... 7,140 23
Wages and salaries..... 21,708 35	Due from solvent companies and individuals..... 12,951 90
	Balance—floating debt..... 65,917 13
Total	Total
\$124,265 89	\$124,265 89

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$6,000,000 00	162.25	{ \$36,979 96
Funded debt.....	4,150,000 00		
Floating debt, balance of.....	65,917 13		
Totals	\$10,215,917 13	162.25	\$62,964 04

\$24,000 bonds redeemed July 1, 1889, and \$26,000 bonds redeemed July 1, 1890.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.
Construction:	
Right of way.....	\$2,170 25
Fences	3,417 34
Grading and bridge and culvert masonry	1,219 30
Bridges and trestles	705 76
Rails	35,402 97
Ties	6 30
Other superstructure.....	781 70
Buildings, furniture, and fixtures.....	2,811 70
Engineering expenses.....	249 25
Interest and discount—account construction.....	15,807 26
Telegraph line	34 50
Wharfing, etc.....	815 47
Sidings and yard extensions	1,429 16
Other items	460 27
Total construction	\$65,311 23
Equipment:	
Passenger cars	\$12,715 73
Other cars of all classes.....	176 04
Total equipment	\$12,891 77
Grand total construction and equipment	\$78,203 00

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.	Cost per Mile.
Construction:				
Right of way	\$16,642 20	\$2,170 25	\$18,812 45	-----
Fences	2,102 56	3,417 34	5,519 90	-----
Grading and bridge and culvert masonry	10,722 29	1,219 30	11,941 59	-----
Bridges and trestles	2,802 44	705 76	3,508 20	-----
Rails	18,656 44	35,402 97	54,059 41	-----
Ties	6,865 31	6 30	6,871 61	-----
Other superstructure	2,003 96	781 70	2,785 66	-----
Buildings, furniture, and fixtures	1,494 25	2,811 70	4,305 95	-----
Shop machinery, tools, etc.	1,397 18	-----	1,397 18	-----
Engineering expenses	2,804 05	249 25	3,053 30	-----
Interest and discount—account construction	734 21	15,807 26	16,541 47	-----
Telegraph line	-----	34 50	34 50	-----
Wharfing, etc.	44 30	815 47	859 77	-----
Sidings and yard extensions	5,338 61	1,429 16	6,767 77	-----
Road built by contract	15,556 51	-----	15,556 51	-----
Purchase of constructed road	29,930 08	-----	29,930 08	-----
Other items	1,914 21	460 27	2,374 48	-----
Total construction	\$119,008 60	\$65,311 23	\$184,319 83	-----
Equipment:				
Passenger cars	\$13,202 07	\$12,715 73	\$25,917 80	-----
Freight cars	979 60	-----	979 60	-----
Other cars of all classes	141 30	176 04	317 34	-----
Total equipment	\$14,322 97	\$12,891 77	\$27,214 74	-----
Purchase price of property under consolidation, but not segre- gated	\$10,000,000 00	-----	-----	-----
Grand total cost construction and equipment	\$10,133,331 57	\$78,203 00	\$10,211,534 57	\$62,936 83

INCOME ACCOUNT.

Gross earnings from operation	\$799,388 13	
Less operating expenses	522,102 95	
Income from operation		\$277,285 18
Deductions from income:		
Interest on funded debt accrued during year	\$207,045 56	
Taxes	26,500 00	
Total deductions from income		233,545 56
Net income		\$43,739 62
Payments from net income (bonds redeemed)		25,000 00
Surplus for year ending December 31, 1890		\$18,739 62

DR.

GENERAL BALANCE SHEET.

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Cost of road and equipment	\$10,000,000 00	Capital stock	\$6,000,000 00
Other investments	211,534 57	Funded debt	4,150,000 00
Cash items	33,256 63	Floating debt	124,265 89
New work suspense account	112,566 14	Sinking fund paid	50,000 00
Other assets:		Sale of old material	30,561 73
Materials and supplies	42,290 99	Profit and loss:	
Sinking fund	610 00	Surplus from operation,	
Sundries	19,482 13	to date	69,912 94
	\$10,424,740 46		\$10,424,740 56

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation	\$277,235 18	Interest on funded debt paid ..	\$207,045 56
Net amount realized from bonds issued	200,000 00	Taxes	26,500 00
Net amount decrease of other assets	82,566 30	Reduction of funded debt	26,000 00
Receipts from other sources	30,561 73	Reduction of floating debt	115,274 08
		Permanent improvements	65,311 23
		Equipment	12,891 77
		Increase of cash assets	24,824 43
		Other expenditures	112,566 14
Total	\$590,413 21	Total	\$590,413 21

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions, Etc.	Actual Earnings.
Passenger revenue	\$390,877 64		
Less excess fares refunded, and other repayments		\$1,818 25	
Total passenger revenue			\$389,059 39
Mail	\$15,848 19		
Express	15,527 90		
Extra baggage and storage	921 35		
Other items (news privilege)	1,600 00		
			33,897 44
Total passenger earnings			\$422,956 83
Freight revenue	\$366,155 34		
Less overcharged to shippers, and other repayments		\$4,468 05	
Total freight revenue			361,687 29
Total passenger and freight earnings			\$784,644 12
Other earnings from operations:			
Rentals of buildings, tracks, yards, and terminals	\$13,026 65		
Other sources	1,717 36		
Total other earnings			14,744 01
Total gross earnings from operation			\$799,388 13

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$35,406 25	\$30,160 89	\$65,567 14
Renewals of rails	7,124 65	6,069 34	13,193 99
Renewals of ties	9,698 23	8,261 46	17,959 69
Repairs of bridges and culverts	11,926 25	10,159 40	22,085 65
Repairs of fences, road-crossings, signs, and cattle guards	1,786 73	1,522 04	3,308 77
Repairs of buildings	3,593 85	3,061 43	6,655 28
Repairs of docks and wharves	1,597 83	1,361 12	2,958 95
Repairs of telegraph	114 40	97 47	211 87
Other expenses	10,946 84	9,325 09	20,271 93
Totals	\$82,195 03	\$70,018 24	\$152,213 27
Maintenance of equipment:			
Repairs and renewals of locomotives	\$6,618 24	\$5,637 76	\$12,256 00
Repairs and renewals of passenger cars	7,352 70	-----	7,352 70
Repairs and renewals of freight cars	-----	7,961 08	7,961 08
Repairs and renewals of ferry-boats, tugs, floats, and barges	4,536 44	3,864 38	8,400 82
Shop machinery, tools, etc.	1,044 63	889 88	1,934 51
Other expenses	2,962 63	2,523 74	5,486 37
Totals	\$22,514 64	\$20,876 84	\$43,391 48
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$12,926 43	\$11,011 42	\$23,937 85
Fuel for locomotives	36,725 79	31,284 94	68,010 73
Water supply for locomotives	1,209 07	1,029 96	2,239 03
All other supplies for locomotives	1,203 69	1,025 10	2,228 70
Wages for other trainmen	12,590 37	10,725 13	23,315 50
All other train supplies	2,420 91	2,062 26	4,483 17
Wages of switchmen, flagmen, and watchmen	791 02	673 85	1,464 37
Expense of telegraph, including train dis- patchers and operators	1,442 46	1,228 77	2,671 23
Wages of station agents, clerks, and laborers	16,347 51	13,925 67	30,273 18
Station supplies	1,812 87	1,544 31	3,357 18
Loss and damage	1,023 48	871 87	1,895 35
Injuries to persons	528 52	450 23	978 75
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies	36,443 20	31,044 21	67,487 41
Other expenses	516 21	439 75	955 96
Totals	\$125,981 53	\$107,317 38	\$233,298 91
General expenses:			
Salaries of officers	\$12,760 15	\$10,869 76	\$23,629 91
Salaries of clerks	5,498 71	4,684 09	10,182 80
General office expenses and supplies	2,000 65	1,704 26	3,704 91
Advertising	14,077 29	3,519 32	17,596 61
Insurance	2,025 00	1,725 00	3,750 00
Rents of buildings, tracks, yards, and terminal	6,527 25	5,560 25	12,087 50
Legal expenses	5,576 65	4,750 49	10,327 14
Other general expenses	6,436 80	5,483 62	11,920 42
Totals	\$54,902 50	\$38,296 79	\$93,199 29
Recapitulation of expenses:			
Maintenance of way and structures	\$82,195 03	\$70,018 24	\$152,213 27
Maintenance of equipment	22,514 64	20,876 84	43,391 48
Conducting transportation	125,981 53	107,317 38	233,298 91
General expenses	54,902 50	38,296 79	93,199 29
Grand totals	\$285,593 70	\$236,509 25	\$522,102 95
Percentage of operating expenses to earnings.	35.74	29.59	65.31

IMPORTANT CHANGES DURING THE YEAR.

The road was extended from Santa Rosa to Sebastopol, a distance of 6.25 miles, being opened on February 17, 1890.

First mortgage bonds to the amount of \$200,000 were issued for extension.

STATEMENT OF ACCOUNT BETWEEN JAMES M. DONAHUE AND J. AND W. SELIGMAN & Co.,
AND LADENBURG, THALMANN & Co.

	Expended to December 31, 1890.	
Sonoma Valley Railroad (widening gauge):		
Engineering expenses	\$710 30	
Bridges and trestles	8,783 08	
Broadening gauge (labor)	1,701 24	
Iron rails (1,862½ tons) and labor	61,238 46	
Fastenings	5,196 23	
Cross ties (36,109) and labor	15,381 58	
Track tools	255 16	
Switches and frogs	824 18	
Right of way, etc.	265 15	
Grading	1,231 17	
Surfacing	1,325 56	
Fencing and cattle guards	1,007 11	
Turntable at Glen Ellen	512 62	
Turntable at Ignacio	629 79	
Turntable and track, etc., at Ignacio	206 77	
Siding at Glen Ellen	515 54	
Siding at Sonoma	635 85	
Siding at Hills	241 41	
Siding at Buena Vista	306 73	
Siding at Roses	244 16	
Siding at Schellville	187 09	
Siding at Madrona	704 05	
Siding at Charwet	82 70	
Ballasting	1,250 99	
Superintendence	330 50	
Station houses, platforms, etc.	1,202 86	
Station grounds	64 50	
Stock pens and chutes	28 25	
Crossings	39 49	
Water tanks	49 00	
		\$105,151 52
Cloverdale and Ukiah Railroad (equipping, etc.):		
New depots	\$4,952 14	
New fencing	10,967 93	
New engines	27,272 27	
New flat cars	12,779 74	
New box cars	12,312 17	
		68,284 25
New steamer (construction of):		
Engineering expenses	\$825 11	
Hull of steamer (lumber, labor, etc.)	12,214 03	
Hull of steamer (paid Dixie Bros., contractors)	48,250 00	
Machinery and boiler (paid S. & H. Hinckley, contractors)	81,400 00	
Superintendence (wages)	3,424 00	
Insurance	188 49	
Joining work	20,399 62	
Painting	5,655 95	
Equipment	3,719 46	
Steering gear	1,912 00	
Sundries	292 70	
Watching	400 00	
Plumbing	409 42	
Stairs	240 00	
Glazing	314 00	
Dockage	676 20	
Life boats	550 00	
Track (cost of rails and fastenings)	1,043 31	
Fuel	389 35	
Heating	430 05	
		182,803 69
Grand total		\$356,239 46

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co., to carry express; United States to carry mails; California Transfer Company, to handle baggage; Western Union Telegraph Company, to attend to telegraph; news privilege with P. M. Clarkson.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers.....	5	\$23,629 91	\$13 13
Superintendent.....	1	2,400 00	6 67
Attorney.....	1	6,000 00	16 67
Master Mechanic.....	1	2,000 00	5 57
General office clerks.....	12	10,182 80	2 36
Soliciting agents.....	2	2,160 00	3 00
Station agents.....	31	23,307 60	2 09
Other station men.....	9	6,246 60	1 92
Enginemen.....	12	14,491 80	3 35
Firemen.....	12	8,205 00	1 90
Conductors.....	12	12,720 00	2 94
Other trainmen.....	14	11,010 00	2 18
Machinists.....	9	6,713 40	2 41
Carpenters, in shop, Bridge and Building Department.....	34	31,535 40	2 99
Other shopmen.....	31	25,578 00	2 66
Roadmaster.....	1	1,440 00	4 00
Section foremen.....	27	20,399 40	2 44
Other trackmen.....	126	713,303 40	1 83
Switchmen, flagmen, and watchmen.....	2	1,440 00	2 00
Telegraph operators and dispatchers.....	1	960 00	2 67
Employés—account floating equipment.....	35	32,256 60	2 56
All other employés and laborers.....	33	20,681 40	2 02
Storekeepers.....	2	1,800 00	2 90
Totals.....	413	\$336,461 31	.....

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	744,069	
Number of passengers carried one mile	18,290,353	
Average distance carried—miles	24.58	
Total passenger revenue		\$389,059 39
Amount received from each passenger		52.29
Average receipts per passenger per mile		02.13
Cost of carrying each passenger one mile		01.61
Passenger earnings per mile of road		2,397 90
Passenger earnings per train mile		1 59
Freight traffic:		
Number of tons of freight earning revenue	163,905	
Number of tons carried one mile	8,645,531	
Average distance haul of one ton—miles	52.80	
Total freight revenue		361,687 29
Amount received for each ton of freight		2 21
Average receipts per ton per mile		04.18
Cost of carrying one ton one mile		02.92
Freight earnings per mile of road		2,229 19
Freight earnings per train mile		3 37
Passenger and freight:		
Passenger and freight earnings		750,746 68
Passenger and freight earnings per mile of road		4,627 09
Expense per mile of road		3,378 13
Total earnings per mile of road, including mails, ex- press, etc.		4,926 89
Train mileage:		
Miles run by passenger trains	230,770	
Miles run by freight trains	69,332	
Miles run by mixed trains	50,538	
Total mileage trains earning revenue	350,640	
Miles run by switching trains	12,744	
Miles run by construction and other trains	25,309	
Total train mileage	388,693	
Mileage of loaded freight cars—north or east	518,492	
Mileage of loaded freight cars—south or west	693,496	
Mileage of empty freight cars—north or east	259,382	
Mileage of empty freight cars—south or west	81,898	
Average number of freight cars in train	27	
Average number of loaded cars in train	17	
Average number of empty cars in train	10	
Average number of tons of freight in train	88	
Average number of tons of freight in each loaded car ..	5	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Tons.	Per Cent.
Products of agriculture:		
Grain	3,490	2.13
Flour	2,833	1.73
Other mill products	1,880	1.14
Hay	2,245	1.37
Fruit and vegetables	9,204	5.62
Products of animals:		
Live stock	3,090	1.89
Wool	826	.50
Products of mines:		
Coke and charcoal	3,000	1.83
Stone, sand, and other like articles	23,940	14.61
Products of forest:		
Lumber and cordwood	37,907	23.12
Manufactures:		
Cement, brick, and lime	6,733	4.11
Wines, liquors, and beers	13,176	8.04
Merchandise and other commodities not mentioned	55,581	33.91
Total tonnage	163,905	100.00

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.
Locomotives:	
Passenger, freight, and switching	18
Cars in passenger service:	
First class passenger cars	34
Second class passenger cars	3
Combination passenger cars	4
Parlor cars	1
Baggage, express, and postal cars	4
Other cars in passenger service	7
Total	53
Cars in freight service:	
Box cars	103
Flat cars	275
Stock cars	13
Total	391
Cars in company's service:	
Gravel cars	13
Caboose cars	2
Other road cars	66
Total	81
Total owned	543

Also steamers "Tiburon," "J. M. Donahue," and "Ukiah."

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Total Mileage.	Constructed During Year.	Iron Rails.	Steel Rails.
Length of single track	106	56.25	162.25	6.25	57.59	104.66
Length of yard track, sidings, and spurs			23.48		23.48	
Aggregate length of all tracks	106	56.25	185.73	6.25	81.07	104.66

The entire mileage is in California.

RENEWALS OF RAILS AND TIES.

New rails laid during year, iron, 211 $\frac{1}{2}$ tons; steel, 2,361 $\frac{1}{2}$ tons. Average price of rails at distributing point: Iron, \$32 per ton; steel, \$44 per ton. New ties laid during year, 32,601 redwood. Average price at distributing point, 35 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.	Wood—Cords.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	5,508	6,466	8,741	230,770	50.4
Freight				69,332	
Switching				12,744	
Construction				25,309	
Mixed				50,538	
Average cost at distributing point	\$8 00	\$4 00			

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers		3	3	Coupling cars		1	1
Employés		3	3	Grade crossing		1	1
Other persons	1	2	3	Other causes	1	6	7
Totals	1	8	9	Totals	1	8	9

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles.	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.	Length of Straight Track—Miles.
Main line—Tiburon to Ukiah	106.00	188	25.34	80.66
Branches—Donahue to Junction main line	5.76	5	1.04	4.72
Fulton to Guerneville, 15.27; not known, 2.34	17.61	53	7.24	8.03
Santa Rosa to Sebastopol	6.25	6	.92	5.33
Ignacio to Glen Ellen	26.63	46	5.21	21.42
Total	162.25			

Working Divisions or Branches.	Profile.						
	Length of Level Track—Miles.	Number of Ascending Grades.	Sum of Ascents—Feet.	Aggregate Length of Ascending Grades—Miles.	Number of Descending Grades.	Sum of Descents—Feet.	Aggregate Length of Descending Grades—Miles.
Main line—Tiburon to Ukiah	29.76	44	1,176.3	48.89	35	572.3	27.35
Branches—Donahue to Junction main line	2.64	7	2.05	1.48	5	19.5	1.64
Fulton to Guerneville, 15.27; not known, 2.34	6.46	11	4.85	2.70	11	128.5	6.11
Santa Rosa to Sebastopol	1.36	1	3.00	.15	11	90.0	4.74
Ignacio to Glen Ellen	11.55	15	292.6	11.31	14	81.6	3.77
Total							

Bridges: Iron, 2; wooden, 10; combination, 1.

Trestles: Aggregate length, 3,698.96 feet.

Tunnels: Number, 9; maximum length, 1,851 feet; minimum length, 248 feet; aggregate length of all tunnels, 2,985 feet.

Gauge of track: 4 feet 8½ inches.

Telegraph operated by this company: 106 miles of line, or 212 miles of wire.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Donahue to Santa Rosa	Jan. 1, 1870.
From Santa Rosa to Windsor	Mar. 1, 1871.
From Windsor to Grants	April 10, 1871.
From Grants to Healdsburg	July 1, 1871.
From Healdsburg to Cloverdale	April 15, 1872.
From Fulton to Guerneville	May 29, 1876.
From Petaluma to San Rafael	June 2, 1879.
From Sonoma Landing to Glen Ellen	Aug. 23, 1880.
From San Rafael to Tiburon	May 1, 1885.
From Ignacio to Sears Point	June 1, 1888.
From Cloverdale to Ukiah	May 1, 1889.
From Santa Rosa to Sebastopol	Feb. 17, 1890.

GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

The county of Sonoma in 1872 issued bonds to the amount of \$3,000 per mile.

APPLICATION OF AMOUNT PLACED IN HANDS OF TRUSTEES FOR REDEMPTION OF BONDS.

	Bonds Redeemed.	Amount.	Cost.	Total Received by Trustees.
To December 31, 1889.....	24	\$24,000 00	\$24,000 00	\$25,000 00
During year.....	26	26,000 00	24,960 00	25,000 00
Totals.....	50	\$50,000 00	\$48,960 00	\$50,000 00

	Balance on Hand.	Discount or Premium.
To December 31, 1889.....	\$743 33	\$1,040 00
During year.....	610 00	
Totals.....	\$610 00	\$1,040 00

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

J. F. Burgin, President of the San Francisco and North Pacific Railway Company, and Thomas Mellersh, the Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing thirty-three sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

J. F. BURGIN,
President S. F. & N. P. Ry. Co.
THOMAS MELLERSH,
Secretary S. F. & N. P. Ry. Co.

Subscribed and sworn to before me, this twentieth day of April, 1891.

[SEAL]

DAVID HANLON,
Notary Public.

CARSON AND COLORADO RAILROAD COMPANY (THIRD DIVISION).

HISTORY.

1. Name of common carrier making this report: Carson and Colorado Railroad Company (Third Division).
2. Date of organization: November 21, 1881.
3. Under laws of what Government, State, or Territory organized: State of California.
4. Is not a consolidated company.
7. Carrier operating the road of this company: Carson and Colorado Railroad Company, an incorporation of the State of Nevada.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
H. M. Yerrington	Carson City, Nevada.....	..... Until successor qualifies.
D. L. Bliss	Carson City, Nevada.....	..... Until successor qualifies.
D. A. Bender.....	Carson City, Nevada.....	..... Until successor qualifies.
W. S. Wood	San Francisco.....	..... Until successor qualifies.
M. B. Langhorn.....	San Francisco.....	..... Until successor qualifies.
J. H. Dobinson.....	San Francisco.....	..... Until successor qualifies.
S. P. Smith.....	Sacramento .....	..... Until successor qualifies.

Number of stockholders at date of last election: 13.

Last meeting of stockholders for election of Directors: November 17, 1885.

Post Office address of general office: 305 Sansome Street, San Francisco.

Post Office address of operating office: Carson City, Nevada.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	H. M. Yerrington.....	..... Carson City, Nev.
President	H. M. Yerrington.....	..... Carson City, Nev.
Vice-President.....	W. S. Wood .....	..... San Francisco.
Secretary	D. A. Bender.....	..... Carson City, Nev.
Treasurer	S. P. Smith.....	..... Sacramento, Cal.
Assistant Treasurer.....	J. H. Dobinson .....	..... 305 Sansome St., S. F.
<i>Officers of Carson and Colorado Railroad Company, Lessee of this Company's Property.</i>		
Chief Engineer	Robert J. Laws .....	..... Hawthorne, Nev.
General Solicitor.....	Hon. W. M. Stewart .....	..... Carson City, Nev.
Auditor and Paymaster.....	George T. Mills .....	..... Carson City, Nev.
General Superintendent.....	H. M. Yerrington.....	..... Carson City, Nev.
Assistant Superintendent.....	Robert J. Laws .....	..... Hawthorne, Nev.
General Passenger, Ticket, and Freight Agent	D. A. Bender .....	..... Carson City, Nev.
Superintendent of Telegraph.....	A. M. Ardery .....	..... Carson City, Nev.
General Baggage Agent.....	D. A. Bender.....	..... Carson City, Nev.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—35,000 shares common.....	\$100 00	\$3,500,000 00	\$1,620,000 00

Manner of payment for capital stock: Issued for construction, 16,200 shares, at the rate of \$15,000 per mile, for the construction of one hundred and eight miles of railroad, including equipment, in accordance with the terms and conditions of a certain contract made and entered into therefor.

FUNDED DEBT.

Class of Bond or Obligation.	Amount Issued and now Outstanding.	Rate of Interest.	Interest Accrued During Year.
First mortgage 6 per cent 30-year bonds, Series C—July 2, 1888; July 2, 1918	\$1,620,000 00	6 per cent, Jan. & July	\$97,200 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgage 6 per cent 30-year bonds, Series C	Nevada and California State line to Keeler, Inyo County, California	108

All equipment is mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Matured interest unpaid..... \$243,000 00	Balance—floating debt..... \$693,000 00
Unpaid interest due..... 450,000 00	
Total..... \$693,000 00	Total..... \$693,000 00

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$1,620,000 00	108	\$15,000 00
Funded debt	1,620,000 00	108	15,000 00
Floating debt, balance of	693,000 00	108	6,416 66
Totals	\$3,933,000 00		\$36,416 66

PERMANENT IMPROVEMENTS FOR THE YEAR.

Unable to furnish information here called for, as statistics and accounts have not been kept separate from the expenditure of Carson and Colorado Railroad Company, lessee of this company's property.

COST OF ROAD AND EQUIPMENT.

Total construction and equipment, in capital stock and bonds of the company, to December 31, 1890, \$3,240,000; cost per mile, \$30,000.

Unable to furnish the information in detail, as called for above, as the railroad of the company and its equipment were paid for under contract by an issue of its capital stock and its bonds, at the rate of \$15,000 per mile each.

INCOME ACCOUNT.

Deficit for the year ending December 31, 1890 (interest accrued and unpaid), \$97,200.

The income from operation of this company's property has not been kept separate from the income of the Carson and Colorado Railroad Company, lessee, therefore unable to furnish the information called for.

The railroad and other property of this company are leased to and operated by the Carson and Colorado Railroad Company (an incorporation of the State of Nevada), the consideration being that the lessee will maintain and preserve the property in good condition, and pay and discharge at maturity all taxes, duties, and assessments that may be imposed thereon.

No net revenue has been received by said lessee, as the earnings have been less than the fixed charges and operating expenses on the property.

Dr.	GENERAL BALANCE SHEET.	Cr.
Cost of road and equipment, in capital stock and bonds issued therefor..... \$3,240,000 00	Capital stock \$1,620,000 00 Funded debt..... 1,620,000 00 Floating debt..... 243,000 00 Accrued interest on funded debt not yet payable..... 450,000 00	

MILEAGE OF ROAD OPERATED.

Length of single track, $107\frac{63}{100}$ miles; length of yard track, sidings, and spurs, $3\frac{75}{100}$ miles; aggregate length of all tracks, $111\frac{37}{100}$ miles—all in California.

CHARACTERISTICS OF ROAD.

Tunnels: Length, 238 feet.

Gauge of track: 3 feet.

Telegraph: Operated by Western Union Telegraph Company, about 300 miles of line.

Number of stations on all roads operated by this company in California, 5.

DESCRIPTION OF ROAD.

The road from Nevada and California State line to Keeler, Inyo County, California, was opened for traffic on August 1, 1883.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED.

Lands for right of way and for station purposes were donated by the United States.

STATE OF NEVADA, }
County of Ormsby. } ss.

H. N. Yerrington, President of the Carson and Colorado Railroad Company (Third Division), and D. A. Bender, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

H. M. YERRINGTON,
President.
D. A. BENDER,
Secretary.

Subscribed and sworn to before me, this twenty-ninth day of June, 1891.

[SEAL]

FRANK E. MURPHY,
Notary Public.

NORTH PACIFIC COAST RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: North Pacific Coast Railroad Company.
2. Date of organization: December 16, 1871.
3. Under laws of what Government, State, or Territory organized: Incorporated under the general incorporation laws of the United States relative to railroad companies, approved May 20, 1861; also, under laws of State of California.
4. Original corporation.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
John W. Coleman.....	Oakland.....	February 9, 1891.
W. Steel.....	San Francisco.....	February 9, 1891.
W. Young.....	San Francisco.....	February 9, 1891.
W. R. Fortune.....	San Francisco.....	February 9, 1891.
A. Borel.....	San Francisco.....	February 9, 1891.
C. Denervaud.....	San Francisco.....	February 9, 1891.
J. B. Mackie.....	Oakland.....	February 9, 1891.

Number of stockholders at date of last election: 10.

Last meeting of stockholders for election of Directors: February 10, 1890.

Post Office address of general and operating offices: 33 Pine Street, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and President.....	John W. Coleman.....	San Francisco.
Vice-President.....	W. Steel.....	San Francisco.
Secretary.....	F. B. Latham.....	San Francisco.
Treasurer.....	London and San Francisco Bank.....	San Francisco.
Chief Engineer.....	R. B. Symington.....	San Francisco.
General Solicitor.....	Charles Page.....	San Francisco.
Auditor.....	F. B. Latham.....	San Francisco.
General Manager.....	John W. Coleman.....	San Francisco.
Superintendent.....	E. H. Shoemaker.....	Sausalito, Marin Co.
Traffic Manager.....	W. F. Russell.....	San Francisco.
General Passenger and Ticket Agent.....	F. B. Latham.....	San Francisco.
General Freight Agent.....	W. F. Russell.....	San Francisco.

PROPERTY OPERATED.

Name.	Terminal.	Description.	Miles.
North Pacific Coast Railroad..	(San Francisco to Duncan's Mills)	Main line...	79½
Northwestern Railroad Company of California.....	(San Anselmo to San Rafael....)	Branch line.	2
San Rafael and San Quentin Railroad.....	Duncan's Mills to Cazadero....	Leased line.	7½
San Francisco, Tamalpais, and Bolinas Railroad.....	San Rafael to San Quentin.....	Leased line.	3½
	Bay Junction to Mills Valley..	Leased line.	1¾
Total.....			94

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—30,000 shares common-----	\$100 00	\$3,000,000 00	\$2,500,000 00

Manner of payment for capital stock: Issued for cash, 25,000 shares; total cash realized, \$2,500,000.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
First mortgage—Nov. 14, 1881; due Nov. 1, 1901..	\$600,000 00	\$590,000 00	\$590,000 00
Second mortgage—Nov. 14, 1881; due Nov. 1, 1901	500,000 00	500,000 00	500,000 00
First mortgage—Jan. 2, 1883; due Jan. 2, 1889..	150,000 00	150,000 00	150,000 00
Totals -----	\$1,250,000 00	\$1,240,000 00	\$1,240,000 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage -----	6 per cent, May 1 -----	\$35,400 00	\$35,400 00
Second mortgage -----	3 per cent, November 1	25,090 00	25,090 00
First mortgage -----	5 per ct., Jan. 2 & July 2..	7,500 00	7,500 00
Totals -----		\$67,990 00	\$67,990 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First and second mortgage bonds-----	San Francisco to shops -----	7
	Carte Madero to Duncans-----	67½
	San Anselmo to San Rafael-----	2
First mortgage bonds -----	Shops to Carte Madero-----	5

To secure the first and second mortgage bonds, a lien was given on all the equipment of the road, and also on 5,958 acres of land in Sonoma County.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Audited vouchers and accounts. \$54,208 26	Cash ----- \$8,255 78
Wages and salaries ----- 22,052 24	Due from agents ----- 4,860 25
Matured interest coupons unpaid	Due from solvent companies
(including coupons due July 1) 4,560 00	and individuals----- 21,298 92
Miscellaneous ----- 215,743 95	Balance—floating debt----- 262,149 50
Total ----- \$296,564 45	Total ----- \$296,564 45

Amount of interest and discount paid during year upon floating debt and current liabilities, \$8 46.

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$2,500,000 00	81½	\$30,769 23
Funded debt	1,240,000 00	81½	15,261 54
Floating debt, balance of.....	262,149 50	81½	3,226 45
Totals	\$4,002,149 50	-----	\$49,257 22

PERMANENT IMPROVEMENTS FOR THE YEAR.

Cost of construction and equipment during year, \$4,144 51, segregated as follows: Construction of new wharf, \$3,213 39; freight cars, \$931 12.

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to December 31, 1889, \$3,144,805 95; net additions during year, \$4,144 51; total cost to December 31, 1890, \$3,148,950 46; cost per mile of road, \$38,756 31.

INCOME ACCOUNT.

Gross earnings from operation.....	\$393,822 16	
Less operating expenses.....	316,774 71	
Income from operation.....		\$77,047 45
Deductions from income:		
Interest on funded debt accrued during year.....	\$67,990 00	
Interest and discount on floating debt paid during year.....	8 46	
Taxes.....	6,739 05	
Other deductions.....	2,587 50	
Total deductions from income.....		77,325 01
Loss		\$277 56
Deficit for year ending December 31, 1889.....		755,065 25

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road and equipment ..	\$3,148,950 46	Capital stock	\$2,500,000 00
Cash items.....	34,414 95	Funded debt.....	1,240,000 00
Other assets:		Floating debt.....	296,564 45
Materials and supplies.....	6,969 92	Accrued interest on funded	
Sundries.....	100,967 93	debt not yet payable.....	10,081 62
Deficit from operation	755,342 81		
	<u>\$4,046,646 07</u>		<u>\$4,046,646 07</u>

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation ...	\$77,047 45	Interest on funded debt paid ..	\$67,990 00
Net increase floating debt.....	33,208 75	Other interest paid	8 46
Receipts from other sources...	6,219 70	Taxes.....	6,739 05
		Permanent improvements ..	35,006 38
		Equipment	931 12
		Constructing new wharf.....	3,213 39
		Other expenditures	2,587 50
	\$116,475 90		\$116,475 90

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$178,215 23
Mail	6,386 08
Express	16,885 20
Total passenger earnings	\$201,486 51
Freight revenue	185,950 55
Total passenger and freight earnings	\$387,437 06
Other earnings from operations	6,385 10
Total gross earnings from operation	\$393,822 16

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$30,978 09	\$30,978 09	\$61,956 18
Repairs of bridges and culverts	7,100 35	7,100 36	14,200 71
Repairs of fences, road-crossings, signs, and cattle guards	289 49	289 49	578 98
Repairs of buildings	3,265 27	3,265 26	6,530 53
Repairs of docks and wharves	2,023 02	2,023 02	4,046 04
Other expenses	250 00	250 00	500 00
Totals	\$43,906 22	\$43,906 22	\$87,812 44
Maintenance of equipment:			
Repairs and renewals of locomotives	\$4,158 04	\$4,158 05	\$8,316 09
Repairs and renewals of passenger cars	4,553 56		4,553 56
Repairs and renewals of freight cars		6,510 88	6,510 88
Repairs and renewals of ferry-boats, tugs, floats, and barges	14,847 87	719 52	15,567 39
Shop machinery, tools, etc.	631 34	631 35	1,262 69
Other expenses	106 13	106 12	212 25
Totals	\$24,296 94	\$12,125 92	\$36,422 86
Conducting transportation:			
Wages of enginemen, firemen, and round-housemen	\$10,654 53	\$5,740 00	\$16,394 53
Fuel for locomotives	18,875 39	8,686 77	27,562 16
Water supply for locomotives	955 65	955 66	1,911 31
Wages of other trainmen	7,880 19	5,739 73	13,619 92
All other train supplies	876 50	876 50	1,753 00
Wages of switchmen, flagmen, and watchmen, expense of telegraph, including train dispatchers and operators, and also wages of station agents, clerks, and laborers	11,052 06	11,052 06	22,104 12
Station supplies	68 65	68 65	137 30
Injuries to live stock		798 45	798 45
Loss and damage		1,250 31	1,250 31
Injuries to persons	975 00		975 00
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies	57,219 43	19,262 94	76,482 37
Totals	\$108,557 40	\$54,431 07	\$162,988 47

OPERATING EXPENSES—Continued.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General expenses:			
Salaries of officers and clerks.....	\$5,205 82	\$5,205 83	\$10,411 65
Salaries of Superintendents.....	2,250 00	2,250 00	4,500 00
Advertising.....	3,718 90		3,718 90
Rents of buildings, tracks, yards, and terminal.....	3,125 50	3,125 50	6,251 00
Legal expenses.....	985 00		985 00
Stationery and printing.....	1,258 04	1,258 03	2,516 07
Other general expenses.....	584 16	584 16	1,168 32
Totals.....	\$17,127 42	\$12,423 52	\$29,550 94
Recapitulation of expenses:			
Maintenance of way and structures.....	\$43,906 22	\$43,906 22	\$87,812 44
Maintenance of equipment.....	24,296 94	12,125 92	36,422 86
Conducting transportation.....	108,557 40	54,431 07	162,988 47
General expenses.....	17,127 42	12,423 52	29,550 94
Grand totals.....	\$193,887 98	\$122,886 73	\$316,774 71
Percentage of operating expenses to earnings.....			80.44

RENTALS PAID.

Rent paid for leased roads, as follows: San Rafael and San Quentin Railroad, Northwestern Railroad Company of California, and San Francisco, Tamalpais, and Bolinas—are included in general expenses.

CONTRACTS, AGREEMENTS, ETC.

1. Wells, Fargo & Co.
2. United States mails from San Francisco to Cazadero, and from San Anselmo to San Quentin.
7. Western Union. We furnish agents, and do this business free when one agent can attend to it; beyond that they furnish their own agent and operator.

EMPLOYÉES AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers.....	4	\$9,900 00	\$6 80
General office clerks.....	3 $\frac{1}{2}$	2,491 65	2 07
Station agents.....	20	13,746 40	1 91
Other station men.....	48 $\frac{1}{2}$	9,378 85	2 22
Enginemen.....	11 $\frac{1}{2}$	10,128 00	3 80
Firemen.....	13 $\frac{1}{2}$	5,609 69	2 23
Conductors.....	9 $\frac{1}{2}$	7,214 50	2 84
Other trainmen.....	20	7,689 88	1 65
Machinists.....	1 $\frac{1}{2}$	1,103 27	3 45
Carpenters.....	1	1,160 95	3 59
Other shopmen.....	14 $\frac{1}{2}$	14,985 26	2 11
Section foremen.....	13 $\frac{1}{2}$	12,302 18	2 35
Other trackmen.....	129	55,699 14	1 48
Switchmen, flagmen, and watchmen.....	3	2,090 00	1 26
Telegraph operators and dispatchers.....	1	1,200 00	3 28
Employés—account floating equipment.....	60 $\frac{1}{2}$	29,078 10	2 83
Totals.....	355 $\frac{5}{12}$	\$183,777 87	\$2 06

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	892,676	
Total passenger revenue		\$178,215 23
Amount received from each passenger		19.964
Passenger earnings per mile of road		1,895 90.670
Passenger earnings per train mile		87.079
Freight traffic:		
Number of tons carried of freight earning revenue	91,399	
Number of tons carried one mile	4,604,735	
Average distance haul of one ton—miles	50.38	
Total freight revenue		185,950 55
Amount received for each ton of freight		2 03.449
Average receipts per ton per mile		04.038
Cost of carrying one ton one mile		02.669
Freight earnings per mile of road		1,978 17.606
Freight earnings per train mile—south or west		1 80.709
Passenger and freight:		
Passenger and freight revenue		364,165 78
Passenger and freight revenue per mile of road		3,874 10.404
Expense per mile of road		3,263 56.075
Total earnings per mile of road, including mails, ex- press, etc.		4,189 59.745
Train mileage:		
Miles run by passenger trains	204,657	
Miles run by freight trains	102,900	
Total mileage trains earning revenue	307,557	
Miles run by construction and other trains	39,000	
Total train mileage	346,557	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Total Tons.	Per Cent.
Products of agriculture:		
Grain	236	.26
Hay	566	.62
Fruit and vegetables	670	.73
Potatoes	1,995	2.18
Products of animals:		
Live stock	2,504	2.74
Dressed meats	746	.82
Butter	897	.98
Products of forest:		
Bark	4,405	4.82
Lumber	30,196	33.04
Wood	20,365	22.28
Charcoal	981	1.07
Merchandise	27,838	30.46
Total tonnage	91,399	100.00

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.
Locomotives:		
Passenger.....		7
Freight		3
Total		10
Cars in passenger service:		
First class passenger cars.....		20
Second class passenger cars.....		2
Combination passenger cars.....		3
Baggage, express, and postal cars.....		3
Other cars in passenger service		2
Total		30
Cars in freight service:		
Box cars		30
Flat cars	2	253
Stock cars		13
Total		296
Cars in company's service:		
Caboose cars		2
Total		2
Total owned		338

The Westinghouse air brake and Miller coupler are used on the passenger cars owned by this company.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Leased.	Total Mileage.	Iron Rails.	Steel Rails.
Length of single track.....	73 $\frac{1}{4}$	2	12 $\frac{3}{4}$	88	49 $\frac{3}{4}$	38 $\frac{1}{4}$
Length of yard track, sid- ings and spurs.....				12	12	
Aggregate length of all tracks.....				100	61 $\frac{3}{4}$	38 $\frac{1}{4}$

The mileage of this company is all in California.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal— Tons.	Wood— Cords.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	1,256 $\frac{1}{2}$	2,631 $\frac{1}{2}$	2,572 $\frac{1}{2}$ <small>100</small>	204,657	28 $\frac{1}{2}$ <small>100</small>
Freight	50 $\frac{1}{2}$	2,949 $\frac{1}{2}$	1,525 $\frac{1}{2}$ <small>100</small>	102,900	33 $\frac{1}{2}$ <small>100</small>
Construction	15 $\frac{1}{2}$	1,111 $\frac{1}{2}$	571 $\frac{1}{2}$ <small>100</small>	39,006	32 $\frac{1}{2}$ <small>100</small>
Totals	1,322 $\frac{1}{2}$	6,692 $\frac{1}{2}$	4,668 $\frac{1}{2}$ <small>100</small>	346,557	

ACCIDENTS.

Persons.	Number Injured.	Kind of Accident.	Number Injured.
Passengers	1	Other causes than collisions, derailments, coupling cars, etc...	8
Employés	4		
Other persons	3		
Total	8	Total	8

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 12; combination, 1.

Tunnels: Number, 5; maximum length, 2,629 feet; minimum length, 400 feet; aggregate length of all tunnels, 7,321 feet.

Gauge of track: 3 feet.

Number of stations on all roads operated by this company, 55.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

J. W. Coleman, President of the North Pacific Coast Railroad Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

JOHN W. COLEMAN,
President.

Subscribed and sworn to before me, this fourteenth day of March, 1891.

[SEAL]

LEWIS B. HARRIS,
Notary Public.

PACIFIC COAST RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Pacific Coast Railway Company.
2. Date of organization: September 22, 1882.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.
4. Consolidation of San Luis Obispo and Santa Maria Valley Railroad, incorporated April 22, 1875; and Pacific Coast Railway, incorporated April 18, 1882.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
George C. Perkins.....	San Francisco.....	February 20, 1891.
John L. Howard.....	San Francisco.....	February 20, 1891.
W. H. Starbuck.....	New York City.....	February 20, 1891.
J. J. Higgensen.....	New York City.....	February 20, 1891.
J. N. Dennison.....	Boston, Mass.....	February 20, 1891.
William Norris.....	San Francisco.....	February 20, 1891.
S. V. Smith.....	San Francisco.....	February 20, 1891.
S. G. Murphy.....	San Francisco.....	February 20, 1891.
Thomas R. Hughes.....	San Francisco.....	February 20, 1891.

Number of stockholders at date of last election: 10.

Last meeting of stockholders for election of Directors: February 20, 1890.

Post Office address of general office: No. 10 Market Street, San Francisco.

Post Office address of operating office: San Luis Obispo.

OFFICERS.

Title.	Name.	Location of Office.
President.....	George C. Perkins.....	San Francisco.
Vice-President.....	John L. Howard.....	San Francisco.
Secretary.....	Edwin Goodall.....	San Francisco.
Treasurer.....	Oregon Improvement Co.....	San Francisco.
General Solicitor.....	Graves & Graves.....	San Luis Obispo.
General Manager, and General Passenger, Ticket, Freight, and Baggage Agt.	J. M. Fillmore.....	San Luis Obispo.
Accountant.....	J. D. Amos.....	San Luis Obispo.

PROPERTY OPERATED.

The Pacific Coast Railway is operated by main line from Port Harford to Los Olivos, a distance of 76.1 miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock.....	\$100 00	\$1,370,400 00	\$1,370,400 00

Manner of payment for capital stock: Issued for construction, 13,704 shares; cash realized, \$1,370,400.

FUNDED DEBT.

Class of Bond or Obligation.	Amount Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
First mortgage—Nov. 1, 1882; due Sept. 1, 1912	\$1,370,000 00	\$2,603,900 00
Class of Bond or Obligation.	Rate of Interest.	Interest Accrued and Paid During Year.
First mortgage.....	6 per cent, semi-annually.	\$82,200 00

As security for the funded debt, a lien was placed on the road from Port Harford to Los Olivos, a distance of 76.1 miles.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including November 30, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Loans and bills payable..... \$104,169 54	Cash..... \$84,760 62
Audited vouchers and accounts 12,544 42	Bills receivable..... 6,087 92
Net traffic balances due to other companies..... 3,499 78	Due from agents..... 1,151 17
Matured interest coupons unpaid (including coupons due July 1)..... 20,550 00	Due from solvent companies and individuals..... 1,878 24
Miscellaneous..... 305 46	Other cash assets..... 26,641 25
Total..... \$141,069 20	Balance—floating debt..... 20,550 00
	Total..... \$141,069 20

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock.....	\$1,370,400 00	76.1	\$18,007 89
Funded debt.....	1,370,000 00	76.1	18,002 62
Floating debt, balance of.....	20,550 00	76.1	270 04
Totals.....	\$2,760,950 00		\$36,280 55

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment to November 30, 1890, \$2,963,040 61; cost per mile of road, \$38,936 14.

INCOME ACCOUNT.

Gross earnings from operation.....	\$155,489 53
Less operating expenses.....	97,079 47
Income from operation.....	\$58,410 06
Interest on funded debt accrued during year.....	82,200 00
Net indebtedness.....	\$23,789 94
Deficit on November 30, 1890.....	95,618 47
Deficit for year ending November 30, 1890.....	23,789 94

Dr.

GENERAL BALANCE SHEET.

Cr.

Cost of road and equipment..	\$2,963,040 61	Capital stock	\$1,370,400 00
Agents and conductors	1,151 17	Funded debt	1,370,000 00
Bills for collection	6,087 92	Accrued interest on funded	
United States Government—		debt not yet payable	20,550 00
Post Office Department.....	1,878 24	Miscellaneous balances	16,349 66
Treasurers	84,760 62	Oregon Improvement Co.....	234,431 62
Materials and supplies	26,641 25	Accrued sinking fund	11,490 00
Sinking fund	11,490 00	Surplus from operation	71,828 53
	<u>\$3,095,049 81</u>		<u>\$3,095,049 81</u>

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation ...	\$58,410 06	Interest on funded debt paid..	\$82,200 00
Net amount decrease of cash			
assets	23,789 94		
Total	<u>\$82,200 00</u>	Total	<u>\$82,200 00</u>

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions, Etc.	Actual Earnings.
Passenger revenue	\$31,661 07		
Excess fares refunded		\$46 10	
Total passenger revenue			\$31,614 97
Other items			4,588 46
Total passenger earnings			<u>\$36,203 43</u>
Freight revenue	\$94,843 59		
Overcharged to shippers		\$1,575 32	
Total freight revenue			93,268 27
Total passenger and freight earnings			<u>\$129,471 70</u>
Other earnings from operations			26,017 83
Total gross earnings from operation			<u>\$155,489 53</u>

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway, renewals of rails and ties.....	\$9,910 40	\$14,865 61	\$24,776 01
Repairs of bridges and culverts.....	3,358 58	5,037 87	8,396 45
Repairs of fences, road-crossings, signs, and cattle guards.....	484 84	727 27	1,212 11
Repairs of buildings.....	117 95	176 93	294 88
Repairs of docks and wharves.....	371 02	556 54	927 56
Repairs of telegraph.....	8 36	12 51	20 87
Other expenses.....	110 87	166 30	277 17
Totals.....	\$14,362 02	\$21,543 03	\$35,905 05
Maintenance of equipment:			
Repairs and renewals of locomotives.....	\$1,665 15	\$2,497 74	\$4,162 89
Repairs and renewals of passenger cars.....	615 31	-----	615 31
Repairs and renewals of freight cars.....	-----	1,720 94	1,720 94
Other expenses.....	179 75	269 64	449 39
Totals.....	\$2,779 41	\$4,169 12	\$6,948 53
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen.....	\$2,272 03	\$3,408 04	\$5,680 07
Fuel for locomotives.....	4,354 59	6,531 89	10,886 48
Water supply for locomotives.....	131 80	197 70	329 50
All other supplies for locomotives.....	161 26	241 89	403 15
Wages of other trainmen.....	1,163 37	1,745 06	2,908 43
All other train supplies.....	413 58	620 36	1,033 94
Wages of station agents and clerks.....	2,658 31	3,987 48	6,645 79
Station supplies.....	297 06	445 59	742 65
Loss and damage.....	91 04	136 55	227 59
Other expenses.....	3,223 44	4,835 16	8,058 60
Totals.....	\$14,766 48	\$22,149 72	\$36,916 20
General expenses:			
Salaries of officers.....	\$360 00	\$540 00	\$900 00
Salaries of clerks.....	224 34	336 51	560 85
General office expenses and supplies.....	434 17	651 25	1,085 42
Agencies, including salaries and rent.....	1,330 18	1,995 28	3,325 46
Advertising.....	137 96	206 94	344 90
Insurance.....	649 63	974 44	1,624 07
Legal expenses.....	105 26	157 89	263 15
Other general expenses.....	3,682 34	5,523 50	9,205 84
Totals.....	\$6,923 88	\$10,385 81	\$17,309 69
Recapitulation of expenses:			
Maintenance of way and structures.....	\$14,362 02	\$21,543 03	\$35,905 05
Maintenance of equipment.....	2,779 41	4,169 12	6,948 53
Conducting transportation.....	14,766 48	22,149 72	36,916 20
General expenses.....	6,923 88	10,385 81	17,309 69
Grand totals.....	\$38,831 79	\$58,247 68	\$97,079 47
Percentage of operating expenses to earnings.....	25	37.4	62.4

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.: To transport their freight and treasure over this company's lines between all stations, at first class freight rates.

United States Government Post Office Department: To carry mails on route 46,041 (San Luis Obispo to Los Olivos) and on route 46,040 (San Luis Obispo to Port Harford).

Pacific Steamship Company: To sell coupon tickets good for passage over their line and this.

Western Union Telegraph Company: This company furnishes telegraph operators for transaction of their business over lines constructed by telegraph company along route of railway.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
Manager.....	1	\$3,300 00	\$9 04
Accountant.....	1	1,620 00	4 44
Master Mechanic.....	1	1,560 00	4 28
General office clerks.....	2	868 08	1 16
Station agents.....	7	5,242 35	2 05
Other station men.....	12	7,684 66	1 75
Enginemen.....	2	2,636 24	3 61
Firemen.....	3	1,549 55	1 42
Conductors.....	2	1,521 26	2 08
Other trainmen.....	2	1,147 30	1 57
Machinists.....	2	1,825 10	3 28
Carpenters.....	3	2,831 15	3 87
Other shopmen.....	4	2,405 79	1 65
Section foremen.....	5	2,990 31	2 05
Other trackmen.....	25	15,208 85	1 67
Switchmen, flagmen, and watchmen.....	2	1,032 00	1 42
All other employés and laborers.....	15	5,270 25	1 03
Totals.....	89	\$58,692 89	---

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	38,959	
Number of passengers carried one mile.....	849,016	
Average distance carried—miles.....	21.8	
Total passenger revenue.....		\$31,614 97
Amount received from each passenger.....		79.271
Average receipts per passenger per mile.....		03.720
Cost of carrying each passenger one mile.....		03.319
Passenger earnings per mile of road.....		415 44
Passenger earnings per train mile.....		15.895
Freight traffic:		
Number of tons carried of freight earning revenue.....	56,061 ³ / ₁₀	
Number of tons carried one mile.....	1,403,710 ³ / ₁₀	
Average distance haul of one ton—miles.....	25	
Total freight revenue.....		93,268 27
Amount received for each ton of freight.....		1 66.3
Average receipts per ton per mile.....		06.644
Cost of carrying one ton one mile.....		04.023
Freight earnings per mile of road.....		1,225 60
Freight earnings per train mile—north or east.....		25.045
Passenger and freight:		
Passenger and freight earnings.....		124,883 24
Passenger and freight earnings per mile of road.....		1,641 04
Expense per mile of road.....		1,275 68
Total earnings per mile of road, including mail, express, etc.....		2,043 23
Train mileage:		
Miles run by passenger trains.....	198,899	
Miles run by freight trains.....	126,225	
Miles run by mixed trains.....	57,375	
Total mileage trains earning revenue.....	382,499	
Mileage of loaded freight cars—north or east.....	120,390	
Mileage of loaded freight cars—south or west.....	55,885	
Mileage of empty freight cars—north or east.....	12,661	
Mileage of empty freight cars—south or west.....	66,250	
Average number of freight cars in train.....	15	
Average number of loaded cars in train.....	10	
Average number of empty cars in train.....	15	
Average number of tons of freight in train.....	100	
Average number of tons of freight in each loaded car.....	10	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.	Total Tons.	Per Cent.
Products of agriculture:				
Grain	12,555	-----	12,555	22.40
Products of animals:				
Live stock	2,405	39	2,444	4.37
Wool	135	-----	135	.24
Hides and leather	85	-----	85	.15
Butter	1,576	-----	1,576	2.81
Cheese	239	-----	239	.43
Products of mines:				
Anthracite coal	-----	92	92	.16
Ores	427	-----	427	-----
Asphaltum	187	-----	187	.33
Bituminous rock	17,990	-----	17,990	32.09
Products of forest:				
Lumber	1,724	6,262	7,986	14.24
Wood	2,744	10	2,754	4.91
Manufactures:				
Agricultural implements	42	60	102	.18
Merchandise	3,730	5,760	9,490	16.93
Total tonnage	43,839	12,223	56,062	100.00

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.	With Train Brake.	With Auto- matic Coupler.
Locomotives:			
Passenger	2	2	-----
Freight	3	-----	-----
Totals	5	2	-----
Cars in passenger service:			
First class passenger cars	7	7	7
Baggage, express, and postal cars	2	2	2
Totals	9	9	9
Cars in freight service:			
Box cars	23	3	-----
Flat cars	158	-----	-----
Stock cars	9	1	-----
Totals	190	4	-----
Cars in company's service:			
Derrick cars	1	-----	-----
Caboose cars	2	-----	-----
Other road cars	12	-----	-----
Totals	15	-----	-----
Total owned	219	15	9

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Iron Rails.	Steel Rails.
Length of single track	76.1	8.8	67.3
Length of yard track, sidings, and spurs	4.4	4.4	-----
Aggregate length of all tracks	80.5	13.2	67.3

The entire mileage is in California.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Wood— Cords.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	640.53	198,899	32
Freight	1,045.07	126,225	83
Switching	187.28	57,375	33
Totals	1,872.88	382,499	49

Average cost of wood at distributing point is \$5 58 per cord.

ACCIDENTS.

Persons.	Number Injured.	Kind of Accident.	Number Injured.
Employés	2	Other causes than collisions, de- railments, coupling cars, etc...	2

CHARACTERISTICS OF ROAD.

From Port Harford to Los Olivos: Length, 76.1 miles; number of curves, 100; aggregate length of curved lines, 26.5 miles; length of straight track, 49.6 miles; length of level track, 3.1 miles; number of ascending grades, 25; sum of ascents, 2,070 feet; aggregate length of ascending grades, 58.3 miles; number of descending grades, 21; sum of descents, 1,717 feet; aggregate length of descending grades, 14.7 miles.

Bridges: Wooden, 2; combination, 1.

Trestles: Aggregate length, 4,800 feet.

Gauge of track: 3 feet.

Telegraph: Operated by Western Union Telegraph Company, 76.1 miles of line.

Number of stations on all roads operated by this company, 21.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Avila to Castro	Feb. 1, 1876.
From Castro to San Luis Obispo	Aug. 16, 1876.
From Port Harford to Avila	Dec. 1, 1876.
From San Luis Obispo to Arroyo Grande	Oct. 16, 1881.
From Arroyo Grande to Santa Maria	June 1, 1882.
From Santa Maria to Los Alamos	Oct. 4, 1882.
From Los Alamos to Los Olivos	Nov. 17, 1887.

STATE OF CALIFORNIA, }
County of San Luis Obispo. } ss.

J. M. Fillmore, Manager of the Pacific Coast Railway Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirtieth day of November, 1890.

J. M. FILLMORE,
Manager.

Subscribed and sworn to before me, this fourteenth day of July, 1891.

[SEAL]

J. H. BARRETT,
Notary Public.

LOS ANGELES AND PACIFIC RAILWAY COMPANY.

REMARKS.

The Los Angeles and Pacific Railway Company has been in the hands of a receiver during the past year, and has been inoperative. An adjustment of the debts of the company is about being made at this date, and it is expected that the road will be operated in a short time.

S. W. LUITWIELER,
President.

AUGUST 25, 1891.

HISTORY.

1. Name of common carrier making this report: Los Angeles and Pacific Railway Company.
2. Date of organization: August 31, 1888.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.
4. If a consolidated company, name the constituent companies: Los Angeles Ostrich Farm Railway, incorporated August 5, 1886; Los Angeles and Pacific Railway Company, incorporated August 31, 1888.
5. Date of consolidation: September 11, 1888.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
S. W. Luitwieler	Los Angeles	April 12, 1891.
E. E. Hall	Los Angeles	April 12, 1891.
D. F. Donegan	Los Angeles	April 12, 1891.
R. C. Shaw	Los Angeles	April 12, 1891.
C. Cole	Los Angeles	April 12, 1891.
M. L. Wicks	Los Angeles	April 12, 1891.
A. Gayford	Santa Monica	April 12, 1891.

Number of stockholders at date of last election: 28.

Last meeting of stockholders for election of Directors: April 12, 1890.

Post Office address of general office: Los Angeles.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board and President	S. W. Luitwieler	Los Angeles.
Vice-President	A. Gayford	Santa Monica.
Secretary and Treasurer	S. P. Rees	Redondo.
General Manager	S. W. Luitwieler	Los Angeles.
Superintendent	E. W. Church	Los Angeles.

PROPERTY OPERATED.

Name.	Terminal.	Description.	Miles.
Los Angeles and Pacific Railway	{ Los Angeles to Santa Monica	Main line ...	18
	{ Junction to Burbank	Branch line	12
Total .....	.....	.....	30

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$2,160,000 00	\$173,000 00

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.
Twenty-year 7 per cent bonds—March 13, 1888*.....	\$240,000 00	None.
Thirty-year 6 per cent bonds—April 15, 1890	310,000 00	†\$79,000 00

* Issued by Los Angeles County Railroad Company.

† Used in payment of floating indebtedness.

FLOATING DEBT AND CURRENT LIABILITIES ACCRUING UP TO AND INCLUDING DECEMBER 31, 1890.

Loans and bills payable	\$88,171 00
Audited vouchers and accounts.....	4,000 00
Wages and salaries	2,530 00
Matured interest coupons unpaid (including coupons due July 1).....	4,740 00
Total	\$99,441 00

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$173,000 00	30	\$11,948 00
Funded debt	86,000 00		
Floating debt, balance of	99,441 00		
Totals	\$358,441 00	30	\$11,948 00

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.
Construction:	
Right of way.....	\$8,307 63
Fences.....	151 02
Grading and bridge and culvert masonry.....	62,243 67
Bridges and trestles.....	25,304 32
Rails.....	105,617 06
Ties.....	43,376 42
Buildings, furniture, and fixtures.....	7,313 29
Shop machinery, tools, etc.....	701 33
Engineering expenses.....	8,769 91
Interest and discount—account construction.....	11,626 07
Sidings and yard extensions.....	7,534 31
Road built by contract.....	270,382 00
Total construction.....	\$551,327 03
Equipment:	
Locomotives.....	\$7,600 00
Passenger cars.....	4,400 00
Freight cars.....	1,600 00
Others cars of all classes.....	600 00
Total equipment.....	\$14,200 00
Total cost construction and equipment.....	\$565,527 03

STATE OF CALIFORNIA, }
County of Los Angeles. } ss.

S. W. Luitwieler, President of the Los Angeles and Pacific Railway Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

S. W. LUITWIELER,
President.

Subscribed and sworn to before me, this twenty-sixth day of August, 1891.

[SEAL]

N. LINDENFELD,
Notary Public.

NEVADA-CALIFORNIA-OREGON RAILWAY.

HISTORY.

1. Name of common carrier making this report: Moran Brothers, by E. Gest, Manager. Office, principal place of business, and address, Reno, Washoe County, Nevada.

2. Date of organization: Not a corporation. First 31 miles from Reno held under deed from United States Marshal, dated November 21, 1884; since extended 48 miles by Moran Brothers, to Amadee.

3. Under laws of what Government, State, or Territory organized: Articles of co-partnership of Moran Brothers on record in Lassen County, Cal. The right of Moran Brothers to build and operate a railroad in California was sustained by Supreme Court of California in bank—Chas. Moran et al. vs. A. E. Ross, appellant, No. 12,658, May 6, 1889.

7. Carrier operating the road of this company: Moran Brothers, bankers, 68 William Street, New York, through E. Gest, their attorney; in fact, Custodian, Manager, and Chief Engineer. The road is known as the Nevada-California-Oregon Railway.

OFFICERS.

Title.	Name.	Location of Office.
Cashier	Frank R. Lewis	Reno, Nev.
Chief Engineer	Erasmus Gest	Reno, Nev.
Auditor	Frank R. Lewis	Reno, Nev.
Custodian and General Manager	Erasmus Gest	Reno, Nev.
Master of Transportation	John M. Fulton	Reno, Nev.

PROPERTY OPERATED.

Nevada-California-Oregon Railway (so called) is operated from Reno, Nevada, to Amadee, California, a distance of 79 miles.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$9,470 00	Cash	\$2,480 50
Audited vouchers and accounts	7,810 75	Due from agents	2,421 91
Wages and salaries	4,634 19	Net traffic balances due from other companies	94 37
Net traffic balances due to other companies	325 45	Due from solvent companies and individuals	3,340 68
		Balance—floating debt	13,902 93
Total	\$22,240 39	Total	\$22,240 39

The liabilities, etc., as stated above, are purely nominal. *We neither give nor ask credit.* The items comprised in the statement above were taken from the balance sheet of the current accounts December 31, 1890; all audited vouchers, wages, etc., excepting those requiring adjustments, were settled on our first regular pay day following December 31, 1890.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures During Year.
Construction:	
Real estate.....	\$604 25
Betterments, ditching, widening, etc.....	
Grading and bridge and culvert masonry.....	21,844 43
Bridges and trestles.....	
Rails.....	38,805 86
Ties.....	5,344 57
Other superstructure.....	4,287 35
Buildings, furniture, and fixtures.....	9,815 23
Shop machinery and tools.....	162 98
Engineering expenses.....	1,606 20
Sidings and yard extensions.....	749 41
Other items.....	1,491 20
Total construction.....	\$84,711 48
Equipment:	
Combination cars.....	\$775 61
Freight cars.....	349 48
Total equipment.....	\$1,125 09
Total construction and equipment.....	\$85,836 57

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.	Cost per Mile.
Construction:				
Right of way.....	\$3,327 50		\$3,327 50	\$42 12
Other real estate.....	11,366 30	\$604 25	11,970 55	151 52
Betterments, ditching, widening, etc.....				
Grading, bridge and culvert masonry.....	98,836 48	21,844 43	120,680 91	1,527 61
Bridges and trestles.....				
Rails.....	133,651 07	38,805 86	172,456 93	2,183 00
Ties.....	23,243 33	5,344 57	28,587 90	361 87
Other superstructure.....	26,553 15	4,287 35	30,840 50	390 39
Buildings, furniture, and fixtures.....	21,472 32	9,815 23	31,287 55	396 04
Shop machinery and tools.....	1,219 73	162 98	1,382 71	17 50
Engineering expenses.....	9,763 91	1,606 20	11,370 11	143 93
Sidings and yard extensions.....	3,183 62	749 41	3,933 03	49 79
Road built by contract.....	9,405 00		9,405 00	119 05
Purchase of constructed road.....	377,735 28		377,735 28	4,781 46
Other items.....	43,495 88	1,491 20	44,987 08	569 45
Total construction.....	\$763,253 57	\$84,711 48	\$847,965 05	\$10,733 73
Equipment:				
Locomotives.....	\$28,964 00		\$28,964 00	\$366 63
Passenger cars.....	2,192 56		2,192 56	27 75
Combination cars.....	5,663 35	\$775 61	6,438 96	81 51
Freight cars.....	10,515 70	349 48	10,865 18	137 53
Other cars of all classes.....	4,316 38		4,316 38	54 64
Total equipment.....	\$51,651 99	\$1,125 09	\$52,777 08	\$668 06
Total cost construction and equipment.....	\$814,905 56	\$85,836 57	\$900,742 13	\$11,401 80

INCOME ACCOUNT.

Gross earnings from operation.....	\$45,275 18	
Less operating expenses.....	35,929 40	
Income from operation.....		\$9,345 78
Deductions from income:		
Taxes (California and Nevada).....	\$3,151 64	
Rentals.....	205 00	
Other deductions, balance of extraordinary account.....	3,809 73	
Total deductions from income.....		7,166 37
Net income, per current accounts.....		\$2,179 41
Other deductions from net income, depreciation for year 1890.....		11,500 00
Deficit for year 1890.....		\$9,320 59
Deficit on December 31, 1889.....		85,692 07
Total deficit to December 31, 1890, to which should be added interest.....		\$95,012 66

The account books of the road contain no charge for compensation to the General Manager for services, although such an official has always been present in charge. Nor has there ever been a depreciation account kept from the origin of the road, in 1882, down to this date.

No actual net earnings have ever been realized, nor have any earnings ever been disposed of as a gratuity interest or dividend to any corporation, etc., nor to individuals other than in payment for actual services performed in operating the road; in other words, the proprietors of the road have never received any compensation for their services nor for interest on the actual gold invested, nor the Manager and Custodian for his personal services. Again, the road has received no aid from citizens or from the Government, of any kind, the whole outlay coming directly from the private purse of the Messrs. Moran; not a cent has ever been derived from individuals through failure to pay wages or for materials; all have been paid in cash, nothing in trade, and there are no outstanding obligations. Since Moran Bros. came into possession, six and one half years ago—

An allowance of \$6,000 per year for General Manager amounts to..... \$39,000 00
 An allowance for depreciation, a sum that must at some future day be expended to make good wear and decay:

On ties (109,120).....	\$24,006 40	
On rails.....	39,975 00	
On locomotive No. 1.....	\$2,750 00	
On locomotive No. 2.....	2,750 00	
On locomotive No. 3.....	1,500 00	
On locomotive No. 4.....	500 00	
	7,500 00	
On cars and equipments.....	4,500 00	
On trestles, etc.....	15,000 00	
		90,981 40

Total depreciation to December 31, 1890..... \$129,981 40

Distribution:	Prior to 1890.	For Year 1890.	
Manager's compensation.....	\$33,000 00	\$6,000 00	
Depreciation on ties.....	24,006 40		
Depreciation on rails.....	34,975 00	5,000 00	
Depreciation on locomotives.....	7,000 00	500 00	
Depreciation on cars and equipment.....	4,500 00		
Depreciation on trestles.....	15,000 00		
Totals.....	\$118,481 40	\$11,500 00	
Nominal net to 1891.....	32,789 33	2,179 41	34,968 74
Showing deficit.....	\$85,692 07	\$9,320 59	\$95,012 66

Depreciation or sum to make whole or good the property; to which add interest on capital.

DR.		GENERAL BALANCE SHEET.		CR.
Cost of road	\$848,523 45	Floating debt		\$13,902 93
Cost of equipment	52,218 68	From proprietors' pockets...		875,267 12
Mill property	1,450 00	Profit and loss:		
Other assets:		Surplus from operation to		
Materials and supplies	26,691 41	December 31, 1890		34,968 74
Profit and loss:		Surplus from other business		
Deficit from other business		investments to December		
investments	594 80	31, 1890		5,339 55
Total	\$929,478 34	Total		\$929,478 34

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$2,179 41	Taxes	\$3,151 64
Net increase floating debt		Rentals	205 00
(nominal)	12,784 51	Permanent improvements...	22,544 95
Receipts from Moran Bros.,		Equipment	1,125 09
proprietors	875,267 12	Constructing new road	58,355 76
		Other properties purchased ..	604 25
		Other expenditures	3,206 52

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Actual Earnings.
Passenger revenue		\$10,765 25
Mail	\$4,567 86	
Express	696 42	
Extra baggage and storage	102 63	5,366 91
Total passenger earnings		\$16,132 16
Freight revenue	\$28,323 28	
Other items	658 49	
Total freight earnings		28,981 77
Total passenger and freight earnings		\$45,113 93
Other earnings from operation:		
Rentals of buildings, tracks, yards, and terminals	\$100 00	
Other sources	61 25	161 25
Total gross earnings from operation		\$45,275 18

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$1,697 99	\$5,942 99	\$7,640 98
Renewals of ties	482 11	1,687 39	2,169 50
Repairs of bridges and culverts	42 05	147 15	189 20
Repairs of fences, road-crossings, signs, and cattle guards	33 77	118 18	151 95
Repairs of buildings	86 60	303 09	389 69
Other expenses	133 64	467 76	601 40
Totals	\$2,476 16	\$8,666 56	\$11,142 72
Maintenance of equipment:			
Repairs and renewals of locomotives	\$177 06	\$655 11	\$832 17
Repairs and renewals of passenger cars	299 86	-----	299 86
Repairs and renewals of freight cars	-----	1,956 45	1,956 45
Shop machinery, tools, etc.	17 86	62 51	80 37
Totals	\$494 78	\$2,674 07	\$3,168 85
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$602 53	\$2,229 36	\$2,831 89
Fuel for locomotives	643 92	2,382 53	3,026 45
Water supply for locomotives	87 39	323 34	410 73
All other supplies for locomotives	24 72	91 45	116 17
Wages of other trainmen	235 23	870 37	1,105 60
All other train supplies	90 36	334 33	424 69
Wages of station agents, clerks, and laborers	1,012 76	3,747 21	4,759 97
Station supplies	19 48	72 06	91 54
Loss and damage	-----	978 71	978 71
Other expenses	225 69	835 03	1,060 72
Totals	\$2,942 08	\$11,864 39	\$14,806 47
General expenses:			
Salaries of officers	\$732 00	\$2,928 00	\$3,660 00
Salaries of clerks	161 17	644 68	805 85
General office expenses and supplies	120 04	480 18	600 22
Advertising	92 67	185 33	278 00
Legal expenses	212 21	848 84	1,061 05
Stationery and printing	72 08	216 26	288 34
Other general expenses	23 58	94 32	117 90
Totals	\$1,413 75	\$5,397 61	\$6,811 36
Recapitulation of expenses:			
Maintenance of way and structures	\$2,476 16	\$8,666 56	\$11,142 72
Maintenance of equipment	494 78	2,674 07	3,168 85
Conducting transportation	2,942 08	11,864 39	14,806 47
General expenses	1,413 75	5,397 61	6,811 36
Grand totals	\$7,326 77	\$28,602 63	\$35,929 40
Percentage of operating expenses to earnings	-----	-----	79.3

EXTRAORDINARY EXPENSE.

This account embraces unusual expenditure in extra labor, supplies, and repairs of damages caused by the unprecedented fall of snow during February, 1890. Of these expenditures, we have charged to operating expenses only that portion which would have been incurred for the same period under ordinary circumstances, including a fair allowance for snow service.

EXTRAORDINARY ACCOUNT.

Transient snow shovelers.....	\$2,008 73	
Provisions for snow shovelers	165 34	
Repairs of roadway	834 71	
Repairs of engines.....	450 23	
Repairs of cars	13 59	
Repairs of snow plow	468 56	
Repairs of tools and implements.....	79 44	
Fuel consumed	722 75	
Extra train service	198 83	
Sundries (messengers, etc.).....	25 88	
		\$4,968 06
The following items from the above account are included in operating expenses:		
Repairs of roadway	\$744 05	
Fuel consumed (80 cords, at \$3 50 per cord)	280 00	
Extra train service	134 28	
		1,158 33
Balance extraordinary expenses.....		\$3,809 73
(Balance extraordinary expenses entered as "Other Deduction" from income account.)		

IMPORTANT CHANGES DURING THE YEAR.

Extended track in a direction nearly due north, 9 miles, to Boiling Springs, opposite northeast corner of Honey Lake, and there constructed a large freight and passenger building, water tanks, and other incidental requirements, and named the locality Amadee.

CONTRACTS, AGREEMENTS, ETC.

1. The arrangements, by sufferance, with Wells, Fargo & Co.'s Express Company ceased by mutual consent. There is now no express on the road.
2. The mails are carried upon terms arbitrarily fixed by the Government authorities, as in the past, with this exception, to wit: a mail clerk is now carried. We have fixed the necessary distributing fixtures, for which added service we have not been compensated.
3. No sleeping, parlor, or dining cars are run on the road.
4. No freight or transportation companies have arrangements for doing business over the road.
5. There are no arrangements with other railroad companies.
6. There are no arrangements with steamboat or steamship companies.
7. There are no arrangements with telegraph companies, nor have we any telegraph line along the road.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
Master of Transportation and Cashier	2	\$3,480 00	\$4 77
General office clerks.....	1	948 85	3 03
Station agents.....	3	2,820 00	3 00
Other station men.....	3	1,695 00	1 80
Enginemen	2	1,838 64	2 93
Firemen.....	2	1,247 95	1 99
Conductors.....	1	1,041 31	3 32
Carpenters	1	998 02	3 18
Other shopmen.....	4	2,937 48	2 34
Section foremen.....	2	1,578 75	2 52
Other trackmen.....	14	7,804 26	1 78
Switchmen, flagmen, and watchmen.....	1	484 03	1 54
Totals.....	36	\$26,874 29	\$2 39

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	4,111	
Number of passengers carried one mile.....	221,772	
Average distance carried—miles.....	53.946	
Total passenger revenue.....		\$10,765 25
Amount received from each passenger.....		2 61.8645
Average receipts per passenger per mile.....		04.8541
Cost of carrying each passenger one mile.....		03.3037
Passenger earnings per mile of road (average length of road, 71.28 miles).....		226 32.0987
Passenger earnings per train mile.....		1 56.1703
Freight traffic:		
Number of tons carried of freight earning revenue.....	7,372	
Number of tons carried one mile.....	335,514.995	
Average distance haul of one ton—miles.....	45.509	
Total freight revenue.....		28,323 28
Amount received for each ton of freight.....		3 84.1829
Average receipts per ton per mile.....		08.4417
Cost of carrying one ton one mile.....		08.5249
Freight earnings per mile of road—71.28 miles.....		406 59.0408
Freight earnings per train mile—north.....		86.4584
Freight earnings per train mile—south.....		45.1921
Passenger and freight:		
Passenger and freight earnings.....		45,113 93
Passenger and freight earnings per mile of road—71.28 miles.....		632 77.0903
Expenses per mile of road—71.28 miles.....		504 06.0044
Total earnings per mile of road, including mails, ex- press, etc.—71.28 miles.....		635 14.5622
Train mileage:		
Miles run by mixed trains.....	43,006	
Total mileage trains earning revenue.....	43,006	
Miles run by switching trains.....	3,113	
Miles run by construction and other trains.....	18,319	
Total train mileage.....	64,438	
Mileage of loaded freight cars—north.....	46,623	
Mileage of loaded freight cars—south.....	46,736	
Mileage of empty freight cars—north.....	20,507	
Mileage of empty freight cars—south.....	20,373	
Average number of freight cars in train.....	4.945	
Average number of loaded cars in train.....	3.217	
Average number of empty cars in train.....	1.728	
Average number of tons of freight in train.....	12.145	
Average number of tons of freight in each loaded car..	3.774	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.	Total Tons.	Per Cent.
Products of agriculture:				
Grain	160	64	224	3.3
Flour	56	201	257	3.4
Hay	11	-	11	.1
Tobacco	2	37	39	.5
Fruit and vegetables	228	118	346	4.6
General farm products	506	103	614	8.3
Products of animals:				
Live stock	88	3	91	1.2
Dressed meats	14	-	14	.2
Poultry, game, and fish	3	10	13	.2
Wool	-	231	231	3.1
Hides and leather	31	45	76	1.0
Products of mines:				
Bituminous coal	22	19	41	.6
Ores	1	-	1	.0
Stone, sand, and other like articles	2	5	7	.1
Products of forest:				
Cordwood	163	-	163	2.2
Lumber	513	1,963	2,476	33.6
Manufactures:				
Petroleum and other oils	7	108	115	1.6
Sugar	18	266	284	3.9
Glassware and crockery	4	30	34	.5
Iron (pig and bloom) and hardware	69	344	413	5.6
Other castings and machinery	27	82	109	1.5
Bar and sheet metal	-	31	31	.4
Cement, brick, and lime	12	6	18	.2
Agricultural implements	14	62	76	1.0
Wagons, carriages, tools, etc.	11	77	88	1.2
Wines, liquors, and beers	31	206	237	3.2
Household goods and furniture	29	37	66	.9
Chemicals and drugs	-	21	21	.3
Stationery and paperware	4	29	32	.4
Merchandise	206	890	1,096	14.9
.....	1	52	53	.7
Miscellaneous	-	94	94	1.3
Total tonnage	2,233	5,139	7,372	100.0

DESCRIPTION OF EQUIPMENT.

Locomotives.	Added During Year.	Total at End of Year.
Locomotives:		
Freight		1
Mixed service		3
Total		4
Cars in passenger service:		
Second class passenger cars	1	2
Combination passenger, baggage, and mail cars	1	2
Total	2	4
Cars in freight service:		
Box cars		9
Flat cars		21
Total		30
Cars in company's service:		
Dining cars		10
Pile-hammer and steam shovel cars		2
Caboose cars		2
Other road cars (section men's living)	2	4
Total	2	18
Total owned	4	56

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Total Mileage.	New Line Constructed During Year.	Iron Rails.	Steel Rails.
Length of single track	79	79	9	26.50	52.50
Length of yard track, sidings, and spurs	3.62			3.62	
Aggregate length of tracks	82.62			30.12	52.50

Length of line in Nevada is 28.14 miles; in California, 50.86 miles.

RENEWALS OF TIES.

New ties laid during the year, 3,376 pine. Average price at distributing point, 25 cents each.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Bituminous Coal.		Pine Wood.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Pounds.	Tons.	Cords.	Tons.*			
Passenger	21,591	10.80	146	73.00	83.80	9,150	184
Freight	79,888	39.94	541	270.50	310.44	33,856	184
Switching	7,346	3.67	493	24.87	28.54	3,113	184
Construction	53,000	26.50	625	312.75	339.25	12,752	534
.....			126	63.25	63.25	5,567	223
Totals	161,825	80.91	1,488	744.37	825.28	64,438	253

* Estimated two cords to the ton, as requested by Interstate Commerce Commission.

Average cost at distributing point: Coal, \$8 37 per ton; wood, \$3 50 per cord.

ACCIDENTS.

An engine in the act of butting snow with plow was derailed, caused by rail breaking, and thrown down bank. Engine and tender repaired at an expense of about \$500. No one killed or injured.

CHARACTERISTICS OF ROAD.

From Reno, Nev., to Liegan, Cal.: Length, 70 miles; number of curves, 282; aggregate length of curved lines, 21.20 miles; length of straight track, 48.80 miles; length of level track, 11.53 miles; number of ascending grades, 11; sum of ascents, 1,176 feet; aggregate length of ascending grades, 11.84 miles; number of descending grades, 12; sum of descents, 1,655 feet; aggregate length of descending grades, 46.63 miles.

Liegan, Cal., to Amadee, Cal.: Length, 9 miles; number of curves, 2; aggregate length of curved lines, .50 of a mile; length of straight track, 8.50 miles; length of level track, 7.33 miles; number of descending grades, 3; sum of descents, 17 feet; aggregate length of descending grades, 1.67 miles.

Trestles: In Nevada, 1,442 linear feet, in spans of 12 feet; in California, 772 linear feet, in spans of 12 feet; total, 2,214 linear feet.

Gauge of track: 3 feet.

Telegraph: The road is without telegraphic facilities, there being no line along the track.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Reno, Nevada, to Chat, California	Mar. 2, 1885.
From Chat, California, to Camp Ham, California	Mar. 1, 1888.
From Camp Ham, California, to Doyle, California	June 6, 1888.
From Doyle, California, to Liegan, California	Sept. 10, 1888.
From Liegan, California, to Amadee, California	Nov. 17, 1890.

GRANTS OR DONATIONS, IN BONDS OR MONEY, NOT REPAYABLE BY COMPANY.

The road has been built without any aid from the General Government, State, county, municipality, or individuals. The funds are wholly from the pockets of the Messrs. Moran. Every laborer was paid in cash, not with stores; so, also, all supply bills. The work has all been done by men in employ directly, not through contractors. No laborers have been cheated out of a cent, nor any supply furnishers squeezed. It has always been as now, "Pay as you go, in cash;" no credit given or asked, which policy obtains down to date. As the road pays nothing to Messrs. Moran, nor is likely to do so soon, is it fair that the property should be taxed so long as it continues to pay *nothing*, and only able to be kept running with its gross receipts from traffic?

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, ETC.

Instead of free right of way, the Messrs. Moran were compelled in several cases to pay exorbitantly, or go into Court and condemn; this, too, when there was no actual damage, and ground appropriated in its natural state.

STATE OF NEVADA, }
County of Washoe. } ss.

Erasmus Gest, Manager of the Nevada-California-Oregon Railway Company, and Frank R. Lewis, Secretary of the said railway, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing thirty-three sheets, or such part thereof as is adapted to the conditions of said railway, have been compiled and prepared by the proper officers, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

E. GEST,
Manager.
F. R. LEWIS,
Secretary.

Subscribed and sworn to before me, this eleventh day of August, A. D. 1891.

[SEAL]

J. J. LEWIS,
Justice of the Peace.

EEL RIVER AND EUREKA RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Eel River and Eureka Railroad Company.
2. Date of organization: November 14, 1882.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
John Vance	Eureka, Cal.	January 10, 1891.
Wm. Carson	Eureka, Cal.	January 10, 1891.
W. J. Sweasey	Eureka, Cal.	January 10, 1891.
Richard Sweasey	Eureka, Cal.	January 10, 1891.
Stephen Hill	Eureka, Cal.	January 10, 1891.
C. L. Rose	Eureka, Cal.	January 10, 1891.
Wm. S. Riddell	Eureka, Cal.	January 10, 1891.

Total number of stockholders at date of last election: 8.

Date of last meeting of stockholders for election of Directors: January 10, 1890.

Post Office address of general and operating offices: Eureka, Cal.

OFFICERS.

Title.	Name.
Chairman of the Board and President	John Vance.
Vice-President	Wm. Carson.
Secretary	Wm. S. Riddell.
Treasurer	Stephen Hill.
General Solicitor, Attorney, or Counsel	Horace L. Smith.
Superintendent	C. L. Rose.
General Passenger, Ticket, and Freight Agent	Wm. S. Riddell.
Assistant General Passenger and Ticket Agent	W. B. Fawcett.

PROPERTY OPERATED.

The Eel River and Eureka Railroad is operated from Eureka to Burrells, a distance of 30 miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$1,200,000 00	\$90,000 00

Manner of payment for capital stock: Issued for cash, common, 900 shares; total cash realized, \$90,000.

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
First mortgage—October 1, 1883; due December 1, 1903	\$600,000 00	\$466,000 00	\$465,700 00

Rate of interest, 6 per cent, payable in April and October.

As security for the first mortgage bonds issued, the road from Eureka to Burrells, including all equipment, was mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$50,000 00	Cash	\$41,648 25
Audited vouchers and accounts	3,237 52	Due from agents	9,992 10
Matured interest coupons un- paid, including coupons due April 1, 1891	40,980 00	Due from solvent companies and individuals	8,096 12
Matured interest on bills payable	4,514 97	Balance—floating debt	98,732 49
Balance—cash assets	59,736 47		
Total	\$158,468 96	Total	\$158,468 96

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$90,000 00	30	\$3,000 00
Funded debt	466,000 00	30	15,533 33
Floating debt, balance of	98,732 49	30	3,291 08
Totals	\$654,732 49	30	\$21,824 41

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures —Operating Expenses.	Expenditures, not Operating Expenses.	Total Expenditures.
Construction:			
Fences	\$48 10		\$48 10
Grading and bridge and culvert masonry	7,411 80		7,411 89
Ties	58 32		58 32
Other superstructure—tunnels	738 03		738 03
Buildings, furniture, and fixtures	2,366 31	\$5,314 11	7,680 42
Shop machinery and tools	162 19	564 42	726 61
Telegraph and telephone lines	437 65		437 65
Wharfing, etc., general	733 84		733 84
Other items	564 42		564 42
Total construction	\$12,520 75	\$5,878 53	\$18,399 28
Equipment:			
Locomotives	\$883 87		\$883 87
Passenger cars	243 77		243 77
Baggage, express, and postal cars	221 99		221 99
Freight cars	593 68		593 68
Floating equipment	2,994 25		2,994 25
Total equipment	\$4,937 56		\$4,937 56
Grand total construction and equipment	\$17,458 31	\$5,878 53	\$23,336 84

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.
Construction:			
Right of way.....	\$26,120 75		\$26,120 75
Other real estate.....	8,183 00		8,183 00
Fences.....	5,641 49	\$48 10	5,689 59
Grading and bridge and culvert masonry.....	373,179 48	7,411 89	380,591 37
Bridges and trestles.....	7,984 74		7,984 74
Rails.....	164,013 01		164,013 01
Ties.....	7,906 10	1,829 54	9,735 24
Other superstructure.....	877 64	738 03	1,615 67
Buildings, furniture, and fixtures.....	30,458 41	2,366 31	32,824 72
Shop machinery and tools.....		162 19	162 19
Telegraph and telephone lines.....		437 65	437 65
Wharfing, etc.....	18,503 92	733 84	19,237 76
Other items.....		564 42	564 42
Total construction.....	\$642,868 54	\$14,291 57	\$657,160 11
Equipment:			
Locomotives.....	\$28,119 56	\$883 87	\$29,003 43
Passenger cars.....	17,463 18	243 77	17,706 95
Baggage, express, and postal cars.....		221 99	221 99
Freight cars.....	8,515 04	593 68	9,108 72
Other cars of all classes.....	23,562 58		23,562 58
Floating equipment.....	9,620 00	2,994 25	12,614 25
Total equipment.....	\$87,280 36	\$4,937 56	\$92,217 92

MISCELLANEOUS INCOME.

Items.	Amount.
Freight earnings.....	\$77,961 31
Freight earnings—gravel.....	170 15
Passenger earnings.....	40,137 25
Wharfage.....	4,166 75
Storage.....	419 33
Mail and express.....	2,375 36
Rent.....	1,614 60
Water.....	33 60
Total.....	\$126,878 25
Less sundry expenses, repairs, etc.....	59,029 41
Net miscellaneous income.....	\$67,848 84

INCOME ACCOUNT.

Gross earnings from operation.....	\$126,878 25	
Less operating expenses.....	55,599 53	
Income from operation.....		\$71,379 72
Deductions from income:		
Interest on funded debt accrued during year.....	\$27,960 00	
Interest and discount on floating debt paid during year.....	1,050 00	
Taxes.....	3,429 88	
Amount paid of floating debt.....	16,007 38	
Total deductions from income.....		48,447 26
Net income.....		\$22,932 46

Dr.		GENERAL BALANCE SHEET.		Cr.
Cost of road	\$18,399 28	Capital stock		\$90,000 00
Cost of equipment	4,937 56	Funded debt		466,000 00
Cash items	59,736 47	Floating debt		98,732 49
Profit and loss:		Accrued interest on funded		
Deficit from operation	601,581 64	debt not yet payable		6,990 00
		Profit and loss:		
		Surplus from operation		22,932 46
Total	\$684,654 90	Total		\$684,654 95

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation ...	\$71,379 72	Interest on funded debt paid ..	\$9,440 00
Net increase floating debt	5,509 90	Other interest paid	1,050 00
		Taxes	3,429 88
		Reduction of floating debt ..	16,007 38
		Permanent improvements	5,314 11
		Cash assets	41,648 25
Total	\$76,889 62	Total	\$76,889 62

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$40,137 25
Mail and express	2,375 36
Total passenger earnings	\$42,512 61
Freight revenue	\$78,131 46
Stock yards	4,586 08
Total freight earnings	\$82,717 54
Total passenger and freight earnings	\$125,230 15
Other earnings from operation:	
Rentals of buildings, tracks, yards, and terminals	1,648 10
Total gross earnings from operation	\$126,878 25

OPERATING EXPENSES.

Items.	Chargeable to Freight Traffic.	Chargeable to Passenger Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway, and renewals of rails and ties, etc.	\$4,067 87	\$4,067 76	\$8,135 63
Repairs of fences, road-crossings, signs, and cattle guards	24 05	24 05	48 10
Repairs of buildings	1,100 53	1,100 53	2,201 06
Repairs of docks and wharves	90 29	90 30	180 59
Repairs of telegraph	218 82	218 83	437 65
Other expenses	305 79	305 78	611 57
Totals	\$5,807 35	\$5,807 25	\$11,614 60
Maintenance of equipment:			
Repairs and renewals of locomotives	\$441 93	\$441 94	\$883 87
Repairs and renewals of passenger cars	465 76		465 76
Repairs and renewals of freight cars	593 68		593 68
Shop machinery, tools, etc.	81 09	81 10	162 19
Other expenses	282 21	282 21	564 42
Totals	\$1,864 67	\$805 25	\$2,669 92
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$2,191 89	\$2,191 90	\$4,383 79
Fuel for locomotives	4,284 76	4,284 76	8,569 52
Water supply for locomotives	45 75	45 75	91 50
All other supplies for locomotives	222 13	222 12	444 25
Wages for other trainmen	3,265 35	3,265 34	6,530 69
Wages of switchmen, flagmen, and watchmen	369 04	369 04	738 08
Wages of station agents, clerks, and laborers	5,965 87	5,965 88	11,931 75
Station supplies	82 62	82 63	165 25
Loss and damage		193 49	193 49
Injuries to persons	112 00		112 00
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies	1,135 25	1,135 26	2,270 51
Other expenses		702 43	702 43
Totals	\$17,674 66	\$18,458 60	\$36,133 26
General expenses:			
Salaries of officers	\$1,750 00	\$1,750 00	\$3,500 00
Advertising	362 00		362 00
Legal expenses	461 00	461 00	922 00
Stationery and printing	198 90	198 90	397 80
Other general expenses	305 78	305 79	611 57
Totals	\$3,077 68	\$2,715 69	\$5,793 37
Recapitulation of expenses:			
Maintenance of way and structures	\$5,807 35	\$5,807 25	\$11,614 60
Maintenance of equipment	1,864 67	805 25	2,669 92
Conducting transportation	17,674 66	18,458 60	36,133 26
General expenses	3,077 68	2,715 69	5,793 37
Grand totals	\$28,424 36	\$27,786 79	\$56,211 15

CONTRACTS, AGREEMENTS, ETC.

Contract between the Eel River and Eureka Railroad Company and Pacific Lumber Company to transport lumber, shakes, shingles, etc., from Junction Station, on Eel River and Eureka Railroad, to South Bay, loaded on cars of Pacific Lumber Company, for \$1 per thousand, to take not less than four cars at any one time, and return empty without extra charge; also, to transport material for construction and equipping mills and railroad, loaded on Pacific Lumber Company's cars, from South Bay to Junction Station, at 50 cents per ton. Contract, twenty years from August 4, 1883.

Contract with Millford Land and Lumber Company to transport lumber on their cars from Salmon Creek Mill to their wharf at South Bay, at 65 cents per thousand feet, board measure. Contract, ten years from November 2, 1885.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers.....	2	\$2,200 00	-----
General office clerks.....	1	600 00	-----
Station agents.....	11	-----	\$2 16 $\frac{2}{3}$
Other station men.....	3	-----	2 00
Enginemen.....	3	-----	2 50
Firemen.....	3	-----	1 16
Conductors.....	2	-----	2 50
Other trainmen.....	7	-----	1 16
Carpenters.....	1	-----	3 50
Section foremen.....	2	-----	2 25
Employés—account floating equipment.....	5	-----	2 01
All other employés and laborers.....	25	-----	2 00
Total.....	65	-----	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, Etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	44,622	
Number of passengers carried one mile.....	44,622	
Average distance carried—miles.....	21	
Total passenger revenue.....		\$40,137 25
Amount received from each passenger.....		89+
Average receipts per passenger per mile.....		04+
Passenger earnings per mile of road.....		1,745 09
Freight traffic:		
Number of tons carried of freight earning revenue.....	14,714	
Number of tons carried one mile.....	14,714	
Total freight revenue.....		77,961 31
Lumber.....	30,116,657	
Shingles.....	81,259,850	
Shakes.....	2,307,223	
Passenger and freight:		
Passenger and freight earnings.....		118,098 56
Passenger and freight earnings per mile of road.....		5,134 72
Expenses per mile of road.....		2,566 49
Total earnings per mile of road, including mails, express, etc.....		5,237 99
Total mileage trains earning revenue.....	54,750	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.
Products of agriculture:	
Grain.....	2,914
Hay.....	892
Products of animals:	
Wool.....	210
Butter.....	905
Products of forest:	
Shingles—number.....	81,259,850
Lumber—feet.....	30,116,657
Shakes—number.....	2,307,223
Miscellaneous.....	9,793
Total tonnage.....	14,714

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.
Locomotives:	
Passenger, freight, and switching	3
Cars in freight service:	
Box cars	10
Flat cars	28
Total	38
Cars in company's service:	
Gravel cars	1
Total owned	39
Cars leased from other companies:	
Pacific Lumber Company	80
Eel River Valley Lumber Company	35

MILEAGE OF ROAD OPERATED.

Length of single track, 25 miles of main line; length of yard track, sidings, and spurs, 5 miles; aggregate length of all tracks, 30 miles.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, and switching locomotives consumed 2,142 cords of wood, the average cost of which at distributing point was \$4 per cord.

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.
Passengers, jumping from car in motion	1	1	2

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 1; combination, 1.

Trestles: Aggregate length, 4,514 feet.

Tunnels: Number, 1; length, 1,945 feet.

Gauge of track: 4 feet 8½ inches.

Telephone: Owned by this company, 26 miles of line.

Number of stations on all roads operated by this company, 9.

DISPOSITION OF BONDS.

Character of.	Amount of Bonds.	Cash Realized.	Discount.	Remaining Unsold.
First mortgage	\$466,000 00	\$465,700 00	\$300 00	\$134,000 00

STATE OF CALIFORNIA, }
County of Humboldt. } ss.

John Vance, President of the Eel River and Eureka Railroad Company, and William S. Riddell, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

JOHN VANCE.
WILLIAM S. RIDDELL.

Subscribed and sworn to before me, this eighth day of September, 1891.

[SEAL]

PETER BELCHER,
Notary Public.

NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Nevada County Narrow Gauge Railroad Company.
2. Date of organization: April 4, 1874.
3. Under laws of what Government, State, or Territory organized: Laws of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
John F. Kidder	Grass Valley, Cal.	April, 1892.
Peter Johnston	Grass Valley, Cal.	April, 1892.
Edward H. Brown	Grass Valley, Cal.	April, 1892.
George Fletcher	Grass Valley, Cal.	April, 1892.
George D. McLean	Grass Valley, Cal.	April, 1892.
Frank G. Beatty	Nevada City, Cal.	April, 1892.
A. H. Parker	Nevada City, Cal.	April, 1892.

Number of stockholders at date of last election: 104.

Last meeting of stockholders for election of Directors: April 1, 1891.

Post Office address of general office: Grass Valley, Nevada County, Cal.

Post Office address of operating office: Grass Valley, Nevada County, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board and President	John F. Kidder	Grass Valley, Cal.
Vice-President	Peter Johnston	Grass Valley, Cal.
Secretary	George Fletcher	Grass Valley, Cal.
Treasurer	Edward H. Brown	Grass Valley, Cal.
Chief Engineer and General Manager	John F. Kidder	Grass Valley, Cal.
Auditor	George Fletcher	Grass Valley, Cal.
General Superintendent	Edward H. Brown	Grass Valley, Cal.
General Passenger, Ticket, Freight, and Baggage Agent	George Fletcher	Grass Valley, Cal.

PROPERTY OPERATED.

The Nevada County Narrow Gauge Railroad is operated from Colfax to Nevada City, a distance of 22.64 miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$400,000 00	\$242,200 00

Manner of payment for capital stock: Issued for cash, 2,440 shares; total cash realized, \$242,850.

There were 2,440 shares issued, of which 2,422 were paid up in full; on the remaining 18 only \$650 was paid, and they were sold for assessment, falling to the company.

FUNDED DEBT.

Class of Bond or Obligation.		Amount of Authorized Issue.	Amount Issued and now Out- standing.
First mortgage, January 1, 1876; due January 1, 1896----		\$325,000 00	\$260,000 00
Class of Bond or Obligation.	Rate of Interest.	Interest Accrued Dur- ing Year.	Interest Paid During Year.
First mortgage -----	8 per cent, Jan. & July	\$20,800 00	\$20,800 00

As security for the first mortgage bonds, the road from Colfax to Nevada City, together with the entire equipment, was mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Loans and bills payable. \$8,110 56	Due from agents..... \$1,637 90
Audited vouchers and accounts. 1,294 16	Net traffic balance due from
Wages and salaries..... 3,478 11	other companies 494 80
	Post Office Department, for mail service 428 30
	Balance—floating debt..... 10,321 83
Total ----- \$12,882 83	Total..... \$12,882 83

Amount of interest and discount paid during year upon floating debt and current liabilities, \$311 83.

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock -----	\$242,200 00	22.64	{ \$10,697 88
Funded debt.....	260,000 00		
Floating debt, balance of.....	10,321 83		
Totals -----	\$512,521 83	22.64	\$22,637 88

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures not Operating Expenses.
Construction:	
Right of way -----	\$51 75
Fences.....	16 26
Buildings, furniture, and fixtures.....	1,195 45
Other items.....	230 96
Total construction -----	\$1,494 42

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.	Cost per Mile.
Construction:				
Right of way		\$51 75	\$26,260 92	\$1,159 97
Other real estate	\$26,192 91	16 26		
Fences				
Grading and bridge and cul- vert masonry	245,024 88		245,024 88	10,822 65
Bridges and trestles	48,235 37		48,235 37	2,130 54
Rails and ties	164,054 13		164,054 13	7,246 21
Buildings, furniture, and fix- tures		1,195 45	31,571 84	1,394 18
Shop machinery and tools	30,376 39			
Engineering expenses	12,901 32		12,901 32	569 85
Other items	13,885 05	230 96	14,116 01	623 49
Total construction	\$540,670 05	\$1,494 42	\$542,164 47	\$23,947 19
Equipment:				
Locomotives	\$27,904 28		\$27,904 28	\$1,232 52
Passenger cars	7,884 09		7,884 09	348 24
Baggage, express, and postal cars	6,216 76		6,216 76	274 59
Freight cars	30,684 22		36,084 22	1,355 31
Other cars of all classes	1,445 54		1,445 54	63 85
Total equipment	\$74,134 89		\$74,134 89	\$3,274 51
Grand total cost construction and equipment	\$614,804 94	\$1,494 42	\$616,299 36	\$27,221 70

INCOME ACCOUNT.

Gross earnings from operation	\$87,259 41	
Less operating expenses	71,628 10	
Income from operation		\$15,631 31
Deductions from income:		
Interest on funded debt accruing during year	\$20,800 00	
Interest and discount on floating debt paid during year	311 83	
Taxes	2,421 12	
Total deductions from income		23,532 95
Net deficit		\$7,901 64
Other payments from income		1,494 42
Total deficit		\$9,396 06
Surplus on December 31, 1889		\$117,909 54
Deficit during year ending December 31, 1890		7,901 64
Surplus on December 31, 1890		\$110,007 90

Dr.		GENERAL BALANCE SHEET.		Cr.
Cost of road	\$542,164 47	Capital stock	\$242,200 00	
Cost of equipment	74,134 89	Funded debt	260,000 00	
Other assets:		Floating debt	10,321 83	
Materials and supplies	6,230 37	Profit and loss:		
		Surplus from operation	110,007 90	
	<u>\$622,529 73</u>			<u>\$622,529 73</u>

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation	\$15,631 31	Interest on funded debt paid	\$20,800 00
Net increase floating debt	8,317 02	Other interest paid	311 83
Net amount decrease of other assets	1,079 04	Taxes	2,421 12
		Permanent improvements	1,494 42
Total	<u>\$24,027 37</u>	Total	<u>\$24,027 37</u>

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$28,637 85
Mail	1,569 17
Express	2,343 84
Extra baggage and storage	454 04
Total passenger earnings	<u>\$33,004 90</u>
Freight revenue	\$52,384 06
Other items	1,870 45
Total freight earnings	<u>\$54,254 51</u>
Total passenger and freight earnings	<u>\$87,259 41</u>

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway and renewals of rails and ties			\$23,420 31
Repairs of bridges and culverts			2,419 51
Repairs of fences, road-crossings, signs, and cattle guards			49 90
Repairs of buildings			2,493 23
Totals	\$10,785 53	\$17,597 42	\$28,382 95
Maintenance of equipment:			
Repairs and renewals of locomotives			\$2,637 13
Repairs and renewals of passenger cars			4,455 94
Repairs and renewals of freight cars			2,014 65
Shop machinery, tools, etc.			124 05
Totals	\$3,508 07	\$5,723 70	\$9,231 77
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen			\$5,447 01
Fuel for locomotives			6,950 00
Water supply for locomotives			421 25
All other supplies for locomotives			735 52
Wages of other trainmen			4,343 44
Wages of station agents, clerks, and laborers			7,848 88
Station supplies			35 60
Loss and damage			37 51
Injuries to stock			165 00
Totals	\$9,874 00	\$16,110 21	\$25,984 21
General expenses:			
Salaries of officers			\$6,000 00
General office expenses and supplies			50 00
Advertising			626 20
Insurance			924 05
Stationery and printing			428 92
Totals	\$3,151 08	\$4,878 09	\$8,029 17
Recapitulation of expenses:			
Maintenance of way and structures	\$10,785 53	\$17,597 42	\$28,382 95
Maintenance of equipment	3,508 07	5,723 70	9,231 77
Conducting transportation	9,874 00	16,110 21	25,984 21
General expenses	3,151 08	4,878 09	8,029 17
Grand totals	\$27,318 68	\$44,309 42	\$71,628 10
Percentage of operating expenses to earnings			82

CONTRACTS, AGREEMENTS, ETC.

Agreement with Wells, Fargo & Co. for transportation of express, they paying double first class rates on all merchandise other than fruit, fish, vegetables, and butter, for which they pay one and one half times first class rates, also paying \$75 per month fare of messenger.

Contract for carrying United States mail, with Postal Department, at \$75 24 per mile. With Western Union Telegraph Company, who transact the business of the road free, in consideration of employes to repair and keep lines in order.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers.....	3	\$6,000 00	\$5 55
Station agents.....	3	3,420 00	3 16
Other station men.....	5	3,322 85	2 00
Enginemen.....	2	2,503 01	3 87
Firemen.....	2	1,606 25	2 50
Conductors.....	2	2,610 00	3 58
Other trainmen.....	4	2,980 49	2 20
Machinists.....	2	2,355 67	3 75
Carpenters.....	2	2,127 60	4 00
Other shopmen.....	2½	2,044 50	3 00
Section foremen.....	2	1,655 10	2 70
Other trackmen.....	21	12,710 39	2 00
All other employés and laborers.....	4	3,072 80	2 50
Totals.....	54	\$46,408 66	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	28,270	
Number of passengers carried one mile.....	395,780	
Average distance carried—miles.....	14	
Total passenger revenue.....		\$28,637 85
Amount received from each passenger.....		1 01
Average receipts per passenger per mile.....		07
Cost of carrying each passenger one mile.....		02
Passenger earnings per mile of road.....		1,457 80
Passenger earnings per train mile.....		1 83.
Freight traffic:		
Number of tons carried of freight earning revenue....	25,398	
Number of tons carried one mile.....	457,164	
Average distance haul of one ton—miles.....	18	
Total freight revenue.....		52,384 06
Amount received for each ton of freight.....		2 06
Average receipts per ton per mile.....		11.4
Cost of carrying one ton one mile.....		03.6
Freight earnings per mile of road.....		2,396 35
Freight earnings per train mile—north, east, south, or west.....		1 06
Passenger and freight:		
Passenger and freight earnings.....		87,259 41
Passenger and freight earnings per mile of road.....		3,854 21
Expense per mile of road.....		3,163 85
Total earnings of road, including mails, express, etc.....		87,259 41
Train mileage:		
Miles run by passenger trains.....	3,217	
Miles run by freight trains.....	17,804	
Miles run by mixed trains.....	29,545	
Total mileage trains earning revenue.....	50,566	
Miles run by construction and other trains.....	4,706	
Total train mileage.....	55,272	

DESCRIPTION OF ROAD AND EQUIPMENT.

	Total at End of Year.
Locomotives:	
Passenger	2
Freight	1
Total	3
Cars in passenger service:	
First class passenger cars	2
Combination passenger cars	2
Total	4
Cars in freight service:	
Box cars	20
Flat cars	25
Other cars	4
Total	49
Grand total	56

MILEAGE OF ROAD OPERATED.

Line in Use.	Mileage.	Iron Rails.	Steel Rails.
Length of single track	22.64	14.64	8
Length of yard track, sidings, and spurs	3.75	3.75	
Aggregate length of all tracks	26.39	18.39	8

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 105 tons. Average price of rails at distributing point, steel, \$60 per ton.

New ties laid during year, 7,000 cedar and pine. Average price at distributing point, 32 cents each.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

The passenger, freight, switching, and construction locomotives, in running 55,612 miles, consumed 1,985 cords of wood, the average cost of which at distributing point was \$3 50 per cord.

CHARACTERISTICS OF ROAD.

Colfax to Nevada City: Length, 22.64 miles; number of curves, 171; aggregate length of curved lines, 13.78 miles; length of straight track, 8.86 miles; length of level track, 1.06 miles; number of ascending grades, 10; sum of ascents, 1,156 feet; aggregate length of ascending grades, 11.86 miles; number of descending grades, 7; sum of descents, 1,041 feet; aggregate length of descending grades, 9.72 miles.

Bridges: Wooden, 1; combination, 1.

Trestles: Aggregate length, 1,975 feet.

Tunnels: Number, 2; maximum length, 420 feet; minimum length, 370 feet; aggregate length of all tunnels, 790 feet.

Gauge of track: 3 feet.

Telegraph operated by Western Union Telegraph Company, 17 miles.

Number of stations on all roads operated by this company in California, 9.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Colfax to Grass Valley	April 17, 1876.
From Grass Valley to Nevada City	May 24, 1876.

STATE OF CALIFORNIA,)
County of Nevada.) ss.

John F. Kidder, President of the Nevada County Narrow Gauge Railroad Company, and George Fletcher, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

JOHN F. KIDDER.
GEORGE FLETCHER.

Subscribed and sworn to before me, this tenth day of July, 1891.

[SEAL]

JOHN MULROY,
Notary Public.

NATIONAL CITY AND OTAY RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: National City and Otay Railway Company.
2. Date of organization: December 28, 1886.
3. Under laws of what Government, State, or Territory organized: Laws of the State of California.
4. National City and Otay Railway Company, incorporated December 28, 1886; Otay Railway Company, incorporated September 28, 1887. Copy of articles of incorporation filed with Secretary of State: National City and Otay Railway Company, January 13, 1887; Otay Railway Company, October 10, 1887. Copy of articles of association, incorporation, amalgamation, and consolidation filed with Secretary of State, October 12, 1888. Certificate of increase of capital stock filed with Secretary of State, January 5, 1889.
5. Date: October 1, 1888. Authority: Statutes of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Benjamin Kimball.....	Boston, Mass.....	Until successor elected.
Benjamin P. Chancey.....	Boston, Mass.....	Until successor elected.
Walter L. Frost.....	Boston, Mass.....	Until successor elected.
Wm. G. Dickinson.....	National City, Cal.....	Until successor elected.
Warren C. Kimball.....	National City, Cal.....	Until successor elected.
W. D. Dickinson.....	National City, Cal.....	Until successor elected.
Henry Gray.....	National City, Cal.....	Until successor elected.

Total number of stockholders at date of last election: 8.

Date of last meeting of stockholders for election of Directors: March 18, 1890.

Post Office address of general office: National City, Cal., and Boston, Mass.

Post Office address of operating office: National City, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Benjamin Kimball.....	Boston, Mass.
Vice-President.....	Wm. G. Dickinson.....	National City, Cal.
Secretary and Assistant Treasurer.....	Henry Gray.....	National City, Cal.
Treasurer.....	S. W. Reynolds.....	Boston, Mass.
Chief Engineer.....	J. D. Schuyler.....	National City, Cal.
Acting General Manager.....	George J. Lockie.....	National City, Cal.

PROPERTY OPERATED.

Name.	Terminals.	Description.	Miles.
National City and Otay Railway.....	San Diego to Oneonta.....	Main line.....	16.29
	Tia Juana Junction to Tia Juana.....	Branch line.....	4.46
	Sweetwater Junction to La Presa.....	Branch line.....	7.83
Total.....			28.58

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common.....	\$100 00	\$1,300,000 00	\$200,000 00

FUNDED DEBT.

Class of Bond or Obligation.	Amount Issued and now Outstanding.
First mortgage 6 per cent gold bonds—Dec. 1, 1888; due, Dec. 1, 1933.	\$451,000 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.
First mortgage 6 per cent gold bonds ...	6 per cent, June & December	\$27,060 00

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Audited vouchers and accounts. \$4,818 23	Bills receivable \$3,438 30
Wages and salaries..... 239 05	Balance—floating debt..... 1,618 98
Total \$5,057 28	Total \$5,057 28

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures not Operating Expenses.
Construction:	
Right of way.....	\$1 00
Fences.....	17 10
Grading and bridge and culvert masonry	187 67
Bridges and trestles.....	26 02
Rails.....	379 56
Other superstructure.....	911 79
Buildings, furniture, and fixtures.....	66 00
Engineering expenses.....	98 56
Total construction.....	\$1,687 70
Equipment:	
Freight cars.....	\$2,269 02
Total equipment.....	\$2,269 02
Total construction and equipment.....	\$3,956 72

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions during Year.	Total Cost to Dec. 31, 1890.
Construction:			
Right of way		\$1 00	
Fences		17 10	
Grading and bridge and culvert masonry		187 67	
Bridges and trestles		26 02	
Rails		379 56	
Other superstructure		911 79	
Buildings, furniture, and fixtures		66 00	
Engineering expenses		98 56	
Total construction	\$362,086 22	\$1,687 70	\$363,773 92
Equipment:			
Freight cars		\$2,269 02	
Total equipment	\$76,265 03	\$2,269 02	\$78,534 05
Total cost construction and equipment	\$438,351 25	\$3,956 72	\$442,307 97

INCOME ACCOUNT.

Passenger earnings	\$27,135 24
Freight earnings	21,508 02
Mail and express	977 37
Total	\$49,620 63
Operating expenses	52,280 28
Deficit	\$2,659 65

Dr.

GENERAL BALANCE SHEET.

Cr.

Cost of road	\$363,773 92	Subscription account, etc.	\$493,744 10
Cost of equipment	75,859 05	Sundries	5,057 28
Other assets:		Profit and loss:	
Materials and supplies	6,613 19	Surplus from other business	
Sundries	34,588 56	investments	300 00
Profit and loss:			
Deficit from operation	2,659 65		
Deficit from other business			
investments	150 00		
Deficit for 1889	15,457 01		
Total	\$499,101 38	Total	\$499,101 38

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$27,135 24
Mail and express	977 37
Total passenger earnings	\$28,112 61
Freight revenue	21,508 02
Total passenger and freight earnings	\$49,620 63

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$2,558 81		\$7,676 43
Renewals of rails		\$5,117 62	211 32
Repairs of bridges and culverts	70 44	140 88	
Repairs of fences, road-crossings, signs, and cattle guards	3 10	6 20	9 30
Repairs of buildings	27 15	54 29	81 44
Totals	\$2,659 50	\$5,318 99	\$7,978 49
Maintenance of equipment:			
Repairs and renewals of locomotives	\$1,060 94	\$2,121 88	\$3,182 82
Repairs and renewals of passenger cars	785 60	1,571 21	2,356 81
Repairs and renewals of freight cars	95 65	191 30	286 95
Shop machinery, tools, etc.	25 82	51 66	77 48
Totals	\$1,968 01	\$3,936 05	\$5,904 06
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$2,988 05	\$5,976 03	\$8,964 08
Fuel for locomotives	3,257 72	6,515 44	9,773 16
Water supply for locomotives	107 50	215 01	322 51
All other supplies for locomotives	140 99	281 97	422 96
Wages of other trainmen	1,826 68	3,653 37	5,480 05
All other train supplies	40 78	81 58	122 36
Wages of station agents, clerks, laborers, and station supplies	1,114 55	2,229 12	3,343 67
Loss and damage	22 55	45 10	67 65
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies	747 33	1,494 67	2,242 00
Totals	\$10,246 15	\$20,492 29	\$30,738 44
General expenses:			
Salaries of officers and clerks and general office expenses and supplies	\$1,503 99	\$3,007 97	\$4,511 96
Advertising	188 83	377 66	566 49
Insurance	62 34	124 66	187 00
Rents of buildings, tracks, yards, and terminal	76 78	153 57	230 35
Legal expenses	140 48	280 95	421 43
Stationery and printing	35 44	70 88	106 32
Other general expenses	545 25	1,090 49	1,635 74
Totals	\$2,553 11	\$5,106 18	\$7,659 29
Recapitulation of expenses:			
Maintenance of way and structures	\$2,659 50	\$5,318 99	\$7,978 49
Maintenance of equipment	1,968 01	3,936 05	5,904 06
Conducting transportation	10,246 15	20,492 29	30,738 44
General expenses	2,553 11	5,106 18	7,659 29
Grand totals	\$17,426 77	\$34,853 51	\$52,280 28
Percentage of operating expenses to earnings			105

CONTRACTS, AGREEMENTS, ETC.

Mail Contract.—May 18, 1889, route No. 46,061, National City to Tia Juana, via Otay, 13.78 miles, from September 10, 1888, to June 30, 1890; rate, \$589 09 per annum, being \$42 75 per mile. May 18, 1889, route No. 46,062, Tia Juana Junction to Onconta, 1.94 miles, from September 17, 1888, to June 30, 1890; rate, \$85 07 per annum, being \$42 75 per mile. June 24, 1890, route No. 46,061, National City to San Diego, 6.12 miles, extension, from July 22, 1889, to June 30, 1890; rate, \$261 63 per annum, being \$42 75 per mile. August 19, 1890, route No. 176,061, San Diego to Tia Juana, 20.10 miles, from July 1, 1890, to June 30, 1894; rate, \$859 27 per annum, being \$42 75 per mile. August 19, 1890, route No. 176,062, Tia Juana Junction to Onconta, 1.94 miles, from July 1, 1890, to June 30, 1894; rate, \$82 93 per annum, being \$42 75 per mile.

EMPLOYÉS AND SALARIES.

Class.	Number.	Daily Compensation.
General officers (paid in Boston).....	4	-----
Acting General Manager and general office clerks.....	3	\$4 00
Station agents.....	4	1 50
Other station men.....	1	1 50
Enginemen.....	2	3 50
Firemen.....	2	2 25
Conductors.....	2	2 75
Other trainmen.....	2	2 15
Machinists.....	2	2 75
Carpenters.....	1	3 00
Other shopmen.....	3	2 25
Section foremen.....	4	2 50
Other trackmen.....	10	1 75

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	169,781	
Total passenger revenue.....		\$27,135 24
Freight traffic:		
Total freight revenue.....		21,508 02
Mail and express earnings.....		977 37
Passenger and freight:		
Passenger and freight earnings.....		49,620 63
Train mileage:		
Miles run by passenger trains.....	65,586.60	
Miles run by freight trains.....	300.34	
Miles run by mixed trains.....	25,919.44	
Total mileage trains earning revenue.....	91,806.38	
Miles run by construction and other trains.....	777.58	
Total train mileage.....	92,583.96	

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.
Locomotives:	
Passenger.....	6
Total.....	6
Cars in passenger service:	
First class passenger cars.....	7
Combination passenger cars.....	3
Total.....	10
Cars in freight service:	
Box cars.....	4
Flat cars.....	31
Total.....	35
Grand total.....	51

MILEAGE OF ROAD OPERATED.

Length of single track, main line, 16.29 miles; branches, 12.29 miles; total mileage, 28.58 miles. The rails in use on entire line are steel.

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles	Length of Straight Track—Miles
San Diego to Oneonta.....	16.29	36	1.97	14.32
Sweetwater Junction to La Presa.....	7.83	37	2.25	5.58
Tia Juana Junction to Tia Juana.....	4.46	8	.76	3.69

Working Divisions or Branches.	Profile.					
	Length of Level Track—Miles	Number of Ascending Grades	Sum of Ascents—Feet	Aggregate Length of Ascending Grades—Miles	Number of Descending Grades	Sum of Descents—Feet
San Diego to Oneonta.....	2.72	49	431	6.56	54	418
Sweetwater Junction to La Presa.....	.94	30	310	6.80	1	4
Tia Juana Junction to Tia Juana.....	2.32	8	48	1.81	3	9

Bridges: Wooden, 29; combination, 1.

Gauge of track: 56½ inches.

Number of stations on all roads operated by this company in California, 18.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From San Diego to National City	June 16, 1887.
From National City to Chula Vista	June 26, 1887.
From Chula Vista to Otay	Oct. 2, 1887.
From Sweetwater Junction to Whitneys	Dec. 4, 1887.
From Whitneys to Sweetwater Dam	Dec. 25, 1887.
From Otay to Oneonta	Dec. 25, 1887.
From Sweetwater Dam to La Presa	Feb. 17, 1888.
From Tia Juana Junction to Tia Juana	May 20, 1888.

STATE OF CALIFORNIA, }
County of San Diego. } ss.

George J. Lockie, Acting General Manager of the National City and Otay Railway Company, and Henry Gray, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

GEO. J. LOCKIE.
HENRY GRAY.

Subscribed and sworn to before me, this thirteenth day of July, 1891.

[SEAL]

GEO. W. BEERMAKER,
Notary Public.

COLUSA AND LAKE RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Colusa and Lake Railroad Company.
2. Date of organization: November 27, 1886.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.
4. Colusa Railroad Company, incorporated July 23, 1885; Colusa and Lake Railroad Company, incorporated June 8, 1886.
5. Date of consolidation: November 27, 1886.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
W. P. Harrington.....	Colusa	First Monday in December, 1891.
E. W. Jones	Colusa	First Monday in December, 1891.
Geo. Hagar	Colusa	First Monday in December, 1891.
J. W. Goad	Colusa	First Monday in December, 1891.
E. A. Harrington	Colusa	First Monday in December, 1891.
Peter Peterson	Sites	First Monday in December, 1891.
John Sites	Sites	First Monday in December, 1891.
J. H. Roberts	Sacramento	First Monday in December, 1891.
John Boggs	Princeton	First Monday in December, 1891.

Total number of stockholders at date of last election: 100.

Date of last meeting of stockholders for election of Directors: December 1, 1890.

Post Office address of general and operating offices: Colusa.

OFFICERS.

Title.	Name.
Chairman of the Board, and President	W. P. Harrington.
Vice-President	E. W. Jones.
Secretary	T. Harrington.
Treasurer	Colusa County Bank.
General Superintendent	E. A. Harrington.

PROPERTY OPERATED.

The Colusa and Lake Railroad is operated from Colusa to Sites, a distance of 22 miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$400,000 00	\$100,500 00

Manner of payment for capital stock: Issued for cash, 1,005 shares; total cash realized, \$100,500.

FUNDED DEBT.

Class of Bond or Obligation.		Amount of Authorized Issue and now Outstanding.	Cash Realized on the Amount Outstanding.
Bonds secured by deed of trust; Apr. 1, 1887; due, 1907.		\$70,000 00	\$70,000 00
Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
Bonds secured by deed of trust.	6 per ct., Apr. & Oct.	\$4,200 00	\$4,200 00

As security for debt, the road from Colusa to Sites, a distance of 22 miles, and also all equipment, was mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Amount of interest and discount paid during year upon floating debt and current liabilities was \$27 62.

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock.....	\$100,500 00	22	\$7,807 80
Funded debt	70,000 00		
Floating debt, balance of.....	1,267 14		
Totals	\$171,767 14	22	\$7,807 80

Authorized capital is \$400,000.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures—Operating Expenses.
Construction:	
Buildings, furniture, and fixtures.....	\$432 91
Total construction	\$432 91
Equipment:	
Combination cars	\$550 00
Other cars of all classes	1,750 00
Total equipment	\$2,300 00
Total construction and equipment	\$2,732 91

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.
Construction	\$148,491 81	\$413 25	\$148,905 06
Buildings, furniture, and fixtures	8,251 01	432 91	8,683 92
Total construction			\$157,588 98
Equipment:			
Locomotives			\$9,485 85
Cars of all classes	\$12,655 85	\$2,300 00	14,955 85
Total equipment			\$24,441 70
Total cost construction and equipment			\$182,030 68

INCOME ACCOUNT.

Gross earnings from operation.....	\$23,000 02	
Less operating expenses	15,807 13	
Income from operation		\$7,192 89
Deductions from income:		
Interest on funded debt accrued during year.....	\$4,200 00	
Interest and discount on floating debt paid during year.....	27 62	
Taxes	754 38	
Total deductions from income.....		4,982 00
Net income		\$2,210 89

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road	\$157,588 93	Capital stock.....	\$100,500 00
Cost of equipment.....	24,441 70	Funded debt.....	70,000 00
Other permanent investments.....	2,925 00	Profit and loss:	
		Surplus from operation....	14,455 68
Total	\$184,955 63	Total	\$184,955 68

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation.....	\$7,192 89	Interest on funded debt paid ..	\$4,200 00
Net increase floating debt	1,484 67	Other interest paid	27 62
		Taxes	754 38
		Permanent improvements	846 16
		Equipment	2,687 55
Total	\$8,677 56	Total	\$8,677 56

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions, Etc.	Actual Earnings.
Passenger revenue.....	\$15,324 95		
Less repayments, tickets redeemed.....		\$3,137 10	
Total passenger revenue.....			\$12,187 85
Mail			939 10
Express			480 00
Total passenger earnings			\$13,606 95
Freight revenue	9,420 58		
Less repayments		\$561 51	
Total freight revenue.....			8,859 07
Total passenger and freight earnings.....			\$22,466 02
Other earnings from operation:			
Rentals of buildings.....			534 00
Total gross earnings from operation.....			\$23,000 02

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.
General Superintendent.....	1	\$1,200 00
Secretary	1	180 00
Station agents	2	420 00
Enginemen	2	1,980 00
Firemen	1	720 00
Conductors	1	780 00
Other trainmen	1	720 00
Machinists.....	1	720 00
Section foremen	1	780 00
Other trackmen	10	3,900 00
All other employés and laborers.....	1	30 00
Totals.....	22	\$11,430 00

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	10,136	
Total passenger revenue		\$12,187 85
Freight traffic:		
Number of tons carried of freight earning revenue	9,060	
Total freight revenue		8,859 07

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

The freight moved by this company over its road during the year amounted to 9,060 tons, of which at least 80 per cent was grain.

DESCRIPTION OF EQUIPMENT.

	Number Added Dur- ing Year.	Total Num- ber at End of Year.
Locomotives:		
Passenger.....		2
Cars in passenger service:		
First class passenger cars		2
Combination passenger cars	1	1
Baggage, express, and postal cars.....		2
Totals.....	1	5
Cars in freight service:		
Box cars		4
Flat cars	10	20
Totals.....	10	24
Grand totals	11	31

MILEAGE OF ROAD OPERATED.

Length of single track, 22 miles; length of yard track, sidings, and spurs, 1 mile; total length of all tracks, 23 miles—all equipped with steel rails.

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 2.

Trestles: Number, 2; aggregate length, one half mile.

Gauge of track: 3 feet.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Colusa to Colusa Junction	Feb. 1, 1886.
From Colusa Junction to Sites	Aug. 10, 1887.

STATE OF CALIFORNIA, }
County of Colusa. } ss.

W. P. Harrington, President of the Colusa and Lake Railroad Company, and T. Harrington, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

W. P. HARRINGTON.
T. HARRINGTON.

Subscribed and sworn to before me, this twenty-fourth day of August, 1891.

[SEAL]

JOHN H. LEINING,
Notary Public.

ARCATA AND MAD RIVER RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Arcata and Mad River Railroad Company.

2. Date of organization: December 29, 1881.

3. Under laws of what Government, State, or Territory organized: Laws of the State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
F. Korbel	San Francisco .....	..... January, 1892.
A. Korbel	San Francisco .....	..... January, 1892.
J. Korbel	San Francisco .....	..... January, 1892.
Anna Korbel	San Francisco .....	..... January, 1892.
Therese Korbel	San Francisco .....	..... January, 1892.

Number of stockholders at date of last election: 5.

Last meeting of stockholders for election of Directors: January, 1891.

Post Office address of general office: 823 Bryant Street, San Francisco.

Post Office address of operating office: Arcata, Humboldt County, California.

OFFICERS.

Title.	Name.	Location of Office.
President	F. Korbel .....	..... San Francisco.
Secretary	J. Korbel .....	..... San Francisco.
Treasurer	A. Korbel .....	..... San Francisco.
General Superintendent	V. Zaruba .....	..... Arcata.

PROPERTY OPERATED.

The Arcata and Mad River Railroad is operated from Arcata to North Fork, a distance of 12 miles.

CAPITAL STOCK.

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for cash	3,000	\$60,000 00
Issued for construction	5,400	108,000 00
Totals	8,400	\$168,000 00

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Loans and bills payable— bank	Cash
Wages and salaries	Bills receivable
Miscellaneous	Wood
Balance—cash assets	Balance—floating debt
Total	Total

RECAPITULATION.

Accounts.	Total Amount.	Miles.	Amount per Mile of Road.
Capital stock, etc.	\$187,740 00	12	\$15,645 00

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures During the Year.		
	Included in Operating Expenses.	Not Included in Operating Expenses.	Total Expenditures.
Construction:			
Roadbed	\$121,547 51	\$111,525 66	\$10,021 85
Fences	204 41		204 41
Bridges and trestles	2,150 92		2,150 92
Other superstructure	57 08		57 08
Buildings, furniture, and fixtures	16,798 90	16,400 00	398 90
Shop machinery and tools	1,594 20	1,423 40	170 80
Telegraph and telephone lines	153 57		153 57
Wharfing, etc.	919 29		919 29
Total construction	\$143,425 88	\$129,349 06	\$14,076 82
Equipment:			
Locomotives and cars of all kinds	\$45,729 04	\$41,049 02	\$4,680 02
Floating equipment	6,068 31	3,600 00	2,468 31
Total equipment	\$51,797 35	\$44,649 02	\$7,148 33
Total construction and equipment	\$195,223 23	\$173,998 08	\$21,225 15

STOCKS OWNED.

Name.	Total Par Value.	Income or Dividend Received.
F. Korbel	\$168,000 00	\$14,625 81
A. Korbel		
J. Korbel		
Anna Korbel		
Therese Korbel		

INCOME ACCOUNT.

Gross income	\$112,409 63
Less expenses	87,783 82
Net income	\$24,625 81

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.	Appropriation of Resources.
Net income from operation ... \$14,625 81	Taxes
Net amount realized from stock issued	Dividends
168,000 00	Sinking fund
	\$1,101 24
	14,625 81
	10,000 00

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, etc.	Actual Earn- ings.
Passenger revenue.....	\$20,575 65		
Less repayments.....		\$44 25	
Total passenger revenue.....			\$20,531 40
Mail.....	1,408 93		1,408 93
Express.....	144 00		144 00
Interest.....	2,552 11	22 68	2,529 43
Total passenger earnings.....			\$24,613 76
Freight revenue:			
Lumber.....	64,046 65	75 16	\$63,971 49
Dockage.....	145 95		145 95
Wharfage and storage.....	8,166 13		8,166 13
Merchandise.....	19,582 78	9,571 88	10,010 90
Total freight revenue.....			\$82,294 47
Commission.....	267 04	92 23	174 81
Total freight earnings.....			\$82,469 28
Other earnings from operation:			
Logging.....	5,930 81	944 72	\$4,986 09
Total gross earnings from operation.....			\$112,069 63

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway.....	\$10,021 85
Repairs of bridges and culverts.....	2,150 92
Repairs of fences, road-crossings, signs, and cattle guards.....	204 41
Repairs of buildings.....	398 90
Repairs of docks and wharves.....	919 29
Repairs of telegraph.....	153 57
Other expenses.....	57 08
Maintenance of equipment:	
Repairs and renewals of locomotives and passenger and freight cars.....	4,680 02
Repairs and renewals of ferry-boats, tugs, floats, and barges.....	2,468 31
Conducting transportation:	
Wages of engine-men, firemen, and roundhousemen.....	3,480 00
Fuel for locomotives.....	2,802 07
Water supply for locomotives.....	38 50
Wages of men unloading on wharf.....	5,087 05
Wages of trainmen.....	1,680 00
Wages of laborers.....	660 00
Loss and damage.....	71 68
Wood for floating equipment.....	1,174 68
Wages for floating equipment.....	3,360 00
Other expenses.....	132 00
General expenses:	
Salaries of officers.....	40,000 00
Salaries of clerks.....	3,500 00
Advertising.....	270 65
Insurance.....	240 00
Rents of buildings, tracks, yards, and terminal.....	153 64
Other general expenses.....	4,069 20
Total.....	\$87,783 82

EMPLOYÉS AND SALARIES.

Class.	Number.	Compensation per Month.	Compensation per Day.
General office clerks.....	2	\$65 00	-----
Station agents.....	1	160 00	-----
Other station men.....	1	55 00	-----
Enginemen.....	3	80 00	-----
Firemen.....	3	60 00	-----
Brakeman.....	1	80 00	-----
Brakeman.....	1	60 00	-----
Carpenters.....	2	-----	\$3 35
Section foremen.....	2	70 00	-----
Other trackmen.....	8	-----	2 30
Wharf foreman.....	1	80 00	-----
Employés—account floating equipment.....	2	50 00	-----
All other employés and laborers.....	6	60 00	-----
Captain.....	1	100 00	-----
Engineer.....	1	80 00	-----
Totals.....	35	-----	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	38,320	-----
Total passenger revenue.....	-----	\$20,531 40
Freight traffic:		
Number of tons carried of freight earning revenue.....	9,002	-----
Amount received for each ton of freight.....	-----	1 00
Average number of loaded cars in train.....	18	-----
Average number of empty cars in train.....	20	-----
Average number of tons of freight in train.....	72	-----
Average number of tons of freight in each loaded car.....	4	-----

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.
Grain.....	-----	850
Flour.....	-----	594
Merchandise.....	2,221	-----
Milk.....15,034 gallons.	-----	-----
Potatoes.....	685	-----
Wool.....	57	-----
Hides and leather.....	85	-----
Bolts.....482½ cords.	-----	-----
Bark.....100 cords.	-----	-----
Shakes.....6,513,875 M.	-----	-----
Shingles.....36,441,250 M.	-----	-----
Lumber.....26,774,697 feet.	-----	-----
Posts.....978 pieces.	-----	-----
Wines, liquors, and beers.....	-----	232
Coal oil.....	-----	130
Merchandise.....	-----	4,148
Total tonnage.....	3,048	5,954

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.
Locomotives:		
Passenger		4
Total		4
Cars in passenger service:		
Second class passenger cars	2	3
Combination passenger cars		1
Totals	2	4
Cars in freight service:		
Box cars		2
Flat cars		163
Total		165
Cars in company's service:		
Logging cars	2	16
Grand totals	4	189

MILEAGE OF ROAD OPERATED.

Length of single track, 12 miles; length of yard track, sidings, and spurs, 3 miles; total length of all tracks, 15 miles, of which 7 miles are equipped with iron rails, and 8 miles with steel rails.

RENEWALS OF TIES.

New ties to the number of 2,149 were laid during the year; kind of wood used, red-wood.

CONSUMPTION OF FUEL.

	Wood—Cords.
Passenger, freight, and switching locomotives	8291 $\frac{1}{2}$
Steamer "Alta"	671 $\frac{1}{4}$

ACCIDENTS.

During the year one employé of this road was injured.

CHARACTERISTICS OF ROAD.

Arcata to North Fork: Length, 12 miles; number of curves, 34; length of straight track, 3 miles.

Bridges: Combination, 1.

Trestles: Number, 17; aggregate length, 3,550 feet.

Gauge of track: 45 $\frac{1}{2}$ inches.

Number of stations on all roads operated by this company in California: 1.

DESCRIPTION OF ROAD.

The road from Arcata to North Fork was opened for public use in December, 1883.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Franz Korbel, President of the Arcata and Mad River Railroad Company, and Josef Korbel, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

F. KORBEL.
J. KORBEL.

Subscribed and sworn to before me, this twentieth day of July, 1891.

[SEAL]

JAMES L. KING,
Notary Public.

VISALIA RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Visalia Railroad Company.
2. Date of organization: May 24, 1874.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
R. E. Hyde	Visalia	June 9, 1891.
E. Jacob	Visalia	June 9, 1891.
Solomon Sweet	San Francisco	June 9, 1891.
L. C. Hyde	Visalia	June 9, 1891.
S. Mitchell	Visalia	June 9, 1891.

Total number of stockholders at date of last election: 5.

Date of last meeting of stockholders for election of Directors: June 9, 1890.

Post Office address of general and operating offices: Visalia.

OFFICERS.

Title.	Name.	Location of Office.
President	R. E. Hyde	Visalia.
Vice-President	E. Jacob	Visalia.
Secretary	Julius Levy	Visalia.
Treasurer	E. Jacob	Visalia.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$100,000 00	\$82,025 00

Manner of payment for capital stock: Issued for cash, 1,000 shares; total cash realized, \$82,025.

RECAPITULATION.

Accounts.	Total Amount.	Miles.	Amount per Mile of Road.
Capital stock	\$100,000 00	8½	\$14,886 00

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures not Operating Expenses.
Construction:	
Grading and bridge and culvert masonry	\$1,670 10
Rails	18,561 80
Total construction	\$20,231 90

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.
Construction	\$87,999 55		
Grading and bridge and culvert masonry		\$1,670 10	
Rails		18,561 80	
Total construction			\$108,231 45
Equipment	\$36,001 50		
Total equipment			36,001 50
Total cost of construction and equipment			\$144,232 95

Cost of construction and equipment per mile of road is \$17,307.

STOCKS OWNED.

Name.	Total Par Value.
R. E. Hyde	\$43,500 00
E. Jacob	24,700 00
Solomon Sweet	31,100 00
L. C. Hyde	400 00
S. Mitchell	300 00

MISCELLANEOUS INCOME.

Items.	Gross Income.	Less Expense.	Net Mis- cellaneous Income.
Fares	\$11,743 55		
Freight	12,512 20		
Express	925 00		
Mail	196 48		
Construction:			
Taxes		\$1,000 00	
Salaries		8,956 00	
Other salaries		715 65	
Insurance		62 50	
Carriage, Southern Pacific Railroad		1,200 00	
Fuel for locomotives		2,200 00	
Station supplies		650 00	
Totals	\$25,377 23	\$14,784 15	\$10,593 08

INCOME ACCOUNT.

Gross earnings from operation	\$25,377 23	
Less operating expenses	14,784 15	
Income from operation		\$10,593 08
Taxes		1,000 00
Net income		\$9,593 08

DR.		GENERAL BALANCE SHEET.		CR.
Cost of road	\$108,231 45	Capital stock	\$82,025 00	
Cost of equipment	36,001 50	Profit and loss	69,207 95	
Lands owned	3,000 00			
Other assets:				
Materials and supplies	4,000 00			
Total	\$151,232 95	Total	\$151,232 95	

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation	\$10,593 08	Taxes	\$1,000 00
Net amount realized from stock issued	82,025 00	Permanent improvements	108,231 45
		Equipment	36,001 50

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$11,743 55
Mail	196 48
Express	925 00
Total passenger earnings	\$12,865 03
Freight revenue	12,512 20
Total passenger and freight earnings	\$25,377 23

OPERATING EXPENSES.

Items.	Amount.
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$8,956 00
Fuel for locomotives	2,200 00
Wages of other trainmen	715 65
Station supplies	650 00
Car mileage—balances	1,200 00
Total	\$13,721 65

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers	3		
Station agents	1	\$1,200 00	\$3 29
Firemen	1	1,320 00	3 61
Conductors	1	720 00	1 97
Other trainmen	1	720 00	1 97
Section foremen	1	1,080 00	3 46
Other trackmen	4	3,116 00	2 50
All other employés and laborers		800 00	2 00
Totals	12	\$8,956 00	

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	23,487	
Average distance carried—miles.....	7 $\frac{1}{3}$	
Total passenger revenue.....		\$11,743 55
Amount received from each passenger.....		50
Average receipts per passenger per mile.....		07
Freight traffic:		
Number of tons carried of freight earning revenue....	14,699	
Average distance haul of one ton—miles.....	7 $\frac{1}{3}$	
Total freight revenue.....		12,512 20
Amount received for each ton of freight.....		85
Average receipts per ton per mile.....		12
Total train mileage.....	22	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.
Products of agriculture:		
Grain.....	1,561	
Flour.....	67	40
Hay.....	50	
Fruit and vegetables.....	504	21 $\frac{1}{2}$
Products of animals:		
Live stock.....	1,050	70
Products of mines:		
Charcoal.....	50	
Bituminous coal.....		222
Products of forest:		
Lumber.....	353	1,039 $\frac{1}{2}$
Manufactures:		
Petroleum and other oils.....		127 $\frac{1}{2}$
Sugar.....		33
Iron—pig and bloom.....		15 $\frac{1}{2}$
Cement, brick, and lime.....		123 $\frac{1}{2}$
Agricultural implements.....		79 $\frac{1}{2}$
Wines, liquors, and beers.....		307 $\frac{1}{2}$
Household goods and furniture.....	92	60
Merchandise.....	3,693	2,235 $\frac{1}{2}$
Miscellaneous.....		900
Total tonnage.....	7,420	5,275

The total amount of freight moved by the company's locomotives, 12,695 tons.

DESCRIPTION OF EQUIPMENT.

	At End of Year.
Locomotives.....	3
Combination passenger cars.....	2

MILEAGE OF ROAD OPERATED.

Length of single track, 7 $\frac{1}{3}$ miles; length of yard track, sidings, and spurs, 1 mile; total length of all tracks, 8 $\frac{1}{3}$ miles.

RENEWALS OF RAILS.

New rails laid during year, steel, 300 tons. Average price at distributing point, \$61 87 per ton.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Mixed train locomotives consumed 540 tons of coal.

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 2.

Gauge of track: Standard.

Telegraph: Owned and operated by this company, $7\frac{1}{2}$ miles of line.

Number of stations on all roads operated by this company in California, 1 (the terminus).

STATE OF CALIFORNIA, }
County of Tulare. } ss.

R. E. Hyde, President of the Visalia Railroad Company, and Julius Levy, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

R. E. HYDE.
JULIUS LEVY.

Subscribed and sworn to before me, this twenty-fifth day of June, 1891.

[SEAL]

C. J. GIDDINGS,
Notary Public.

VISALIA AND TULARE RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Visalia and Tulare Railroad Company.
2. Date of organization: November 4, 1887.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.
Jasper Harrell	Visalia, Cal.
A. J. Harrell	Visalia, Cal.
V. D. Knapp	Visalia, Cal.
G. A. Botsford	Visalia, Cal.
J. Goldman	Tulare, Cal.
T. H. Thompson	Tulare, Cal.
H. P. Perkins	Tulare, Cal.

Total number of stockholders at date of last election: 9.

Date of last meeting of stockholders for election of Directors: June 2, 1890.

Post Office address of general and operating offices: Visalia, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President	Jasper Harrell	Visalia, Cal.
Vice-President	J. Goldman	Tulare, Cal.
Secretary	A. J. Harrell	Visalia, Cal.
Treasurer	Harrell & Son	Visalia, Cal.
General Superintendent	A. J. Harrell	Visalia, Cal.
General Passenger Agent	T. H. Thompson	Tulare, Cal.

PROPERTY OPERATED.

The Visalia and Tulare Railroad is operated from Visalia to Tulare, a distance of 11½ miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$100,000 00	\$50,000 00

Manner of payment for capital stock: Issued for cash, 1,000 shares; total cash realized, \$50,000.

FUNDED DEBT.

Class of Bond or Obligation.	Amount Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
First mortgage, 1888; due, 1898	\$50,000 00	\$49,000 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage	7 per cent, semi-annually	\$3,500 00	\$3,500 00

As security for funded debt, the road from Visalia to Tulare, a distance of 11½ miles, together with all equipment, was mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$9,743 47	Balance—floating debt.....	\$9,743 47

RECAPITULATION.

Accounts.	Total Amount.	Miles.	Amount Per Mile of Road.
Capital stock	\$50,000 00	11½	{ \$4,347 82 4,347 82 847 25
Funded debt	50,000 00		
Floating debt, balance of	9,743 47		
Totals	\$109,743 47	11½	\$9,542 89

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.	Cost per Mile.
Construction:		
Track account	\$91,054 66	\$7,917 78
Buildings, furniture, and fixtures.....	2,612 12	227 13
Total construction.....	\$93,666 78	\$8,144 91
Equipment	21,150 78	1,839 19
Total cost of construction and equipment	\$114,817 56	\$9,984 10

INCOME ACCOUNT.

Gross earnings from operation.....	\$18,602 99	\$6,079 89
Less operating expenses	12,523 10	
Income from operation		
Deductions from income:		
Interest on funded debt accrued during year.....	\$3,500 00	6,969 41
Interest and discount on floating debt paid during year	2,940 78	
Other deductions	528 63	
Total deductions from income.....		
Net loss.....		\$889 52
Surplus on December 31, 1889.....	\$6,336 94	\$5,447 42
Deficit for year ending December 31, 1890	889 52	
Surplus December 31, 1890		

DR.

GENERAL BALANCE SHEET.

CR.

Cost of road	\$91,054 66	Capital stock	\$50,000 00
Cost of equipment	21,150 78	Funded debt.....	50,000 00
Buildings	2,612 12	Floating debt.....	9,743 47
Bills receivable	373 33	Profit and loss	6,336 94
Profit and loss:			
Deficit from operation	889 52		
	\$116,080 41		\$116,080 41

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation	\$6,079 89	Interest on funded debt paid ..	\$3,500 00
Net amount realized from stock assessment	10,000 00	Other interest paid	2,940 78
		Reduction of floating debt	9,587 15
		Other expenditures	528 63

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$16,348 85
Extra baggage and storage	116 50
Total passenger earnings	\$16,465 35
Freight revenue	2,137 64
Total passenger and freight earnings	\$18,602 99

OPERATING EXPENSES.

Items.	Amount.
Maintenance of way and structures	\$4,304 17
Maintenance of equipment	509 45
Conducting transportation	7,408 17
General expenses	886 60
Total	\$13,108 39

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
Secretary	1	\$360 00	\$1 00
Enginemen	1	1,215 45	3 33
Firemen	1	850 45	2 33
Conductors	1	912 50	2 50
Section foremen	1	842 40	2 70
Other trackmen	3	624 00	2 00
Totals	8	\$4,804 80	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, Etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	32,057	
Number of passengers carried one mile	368,655	
Average distance carried—miles	11½	
Total passenger revenue		\$16,348 85
Freight traffic:		
Number of tons carried of freight earning revenue	1,483	
Number of tons carried one mile	17,054	
Average distance haul of one ton—miles	11½	
Total freight revenue		2,137 64
Passenger and freight:		
Passenger and freight earnings		18,486 49

DESCRIPTION OF EQUIPMENT.

Locomotives: 2.

Cars in passenger service: 3.

MILEAGE OF ROAD OPERATED.

Length of single track, $11\frac{1}{2}$ miles of main line.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger locomotives consumed 365 cords of wood in running 25,185 miles.

ACCIDENTS.

One person was injured by falling from and being run over by a hand-car.

CHARACTERISTICS OF ROAD.

Visalia to Tulare: Length, $11\frac{1}{2}$ miles; number of curves, 4; aggregate length of curved lines, $\frac{1}{2}$ mile; length of straight track, 11 miles; length of level track, $11\frac{1}{2}$ miles.

Trestles: Aggregate length, 150 feet.

Gauge of track: 4 feet $8\frac{1}{2}$ inches.

Number of stations on all roads operated by this company in California: 2.

DESCRIPTION OF ROAD.

The road from Visalia to Tulare was opened for public use on October 22, 1888.

STATE OF CALIFORNIA, }
County of Tulare. } ss.

A. J. Harrell, Secretary and Superintendent of the Visalia and Tulare Railroad Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing report have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

A. J. HARRELL.

Subscribed and sworn to before me, this tenth day of June, 1891.

[SEAL]

WM. H. HAMMOND,
Notary Public.

REDONDO RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Redondo Railway Company.
2. Date of organization: April 1, 1889.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.
4. Not a consolidated company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
George J. Ainsworth.....	Redondo Beach.....	January 20, 1892.
J. C. Ainsworth.....	Oakland.....	January 20, 1892.
D. McFarland.....	Los Angeles.....	January 20, 1892.
L. T. Garnsey.....	Los Angeles.....	January 20, 1892.
W. H. Bonsall.....	Los Angeles.....	January 20, 1892.

Total number of stockholders at date of last election: 6.

Date of last meeting of stockholders for election of Directors: January 20, 1891.

Post Office address of general and operating offices: Redondo Beach, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, and President....	Geo. J. Ainsworth.....	Redondo Beach.
Vice-President.....	J. C. Ainsworth.....	Oakland.
Secretary and Treasurer.....	S. P. Rees.....	Redondo Beach.
Chief Engineer.....	L. Friel.....	Los Angeles.
General Solicitor, Attorney, or Counsel.....	Albert M. Stephens.....	Los Angeles.
Assistant Solicitor, Attorney, or Counsel.....	Sheldon Borden.....	Los Angeles.
Auditor.....	S. P. Rees.....	Los Angeles.
General Manager.....	Geo. J. Ainsworth.....	Redondo Beach.
Superintendent.....	James N. Sutton.....	Los Angeles.

PROPERTY OPERATED.

The Redondo Railway is operated from Redondo to Los Angeles, a distance of 17.7 miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—5,000 shares common.....	\$100 00	\$500,000 00	\$500,000 00

Manner of payment for capital stock: Issued for cash, 5,000 shares; total cash realized, \$291,500.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable.....	\$27,500 00	Cash.....	\$5,450 56
Audited vouchers and accounts.....	9,912 21	Due from solvent companies and individuals.....	2,152 13
		Balance—floating debt.....	29,809 52
Total.....	\$37,412 21	Total.....	\$37,412 21

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$291,500 00	17 $\frac{7}{10}$	{ \$16,468 90 1,684 15
Floating debt, balance of	29,809 52		
Totals	\$321,319 52	17 $\frac{7}{10}$	\$18,153 05

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.
Construction:	
Right of way	\$18,311 05
Fences	699 96
Grading and culverts	4,722 92
Rails	2,663 26
Ties	3,331 98
Other superstructure	2,108 41
Buildings, furniture, and fixtures	7,174 02
Shop machinery and tools	1,023 17
Engineering expenses	443 85
Interest and discount—account construction	1,066 52
Telegraph line	326 16
Sidings and yard extensions	993 21
Terminal facilities and elevators	10,000 00
Other items	9,768 23
Total construction	\$62,632 74
Equipment:	
Locomotives	\$19,548 00
Passenger cars	9,878 73
Combination cars	5,697 62
Freight cars	630 51
Other cars of all classes	251 16
Total equipment	\$36,006 02
Total construction and equipment	\$98,638 76

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1889.	Net Additions During Year.	Total Cost to Dec. 31, 1890.	Cost per Mile.
Construction:				
Right of way	\$683 33	\$18,311 05	\$18,994 38	-----
Fences	-----	699 96	699 96	-----
Grading and bridge and culvert masonry	14,166 69	4,722 92	18,889 61	-----
Rails	61,867 83	2,663 26	64,531 09	-----
Ties	11,798 86	3,331 98	15,130 84	-----
Other superstructure	-----	2,108 41	2,108 41	-----
Buildings, furniture, and fixtures	4,465 96	7,174 02	11,639 98	-----
Shop machinery and tools	1,351 86	1,023 17	2,375 03	-----
Engineering expenses	2,816 54	443 85	3,260 39	-----
Interest and discount—account construction	550 61	1,066 52	1,617 13	-----
Telegraph line	3,003 17	326 16	3,329 33	-----
Sidings and yard extensions	280 15	993 21	1,273 36	-----
Terminal facilities and elevators	-----	10,000 00	10,000 00	-----
Purchase of constructed road	25,000 00	-----	25,000 00	-----
Other items	6,375 45	9,768 23	16,143 68	-----
Total construction	\$132,360 45	\$62,632 74	\$194,993 19	\$11,016 00
Equipment:				
Locomotives	\$17,688 53	\$19,548 00	\$37,236 53	-----
Passenger cars	16,773 42	9,878 73	26,652 15	-----
Combination cars	-----	5,697 62	5,697 62	-----
Freight cars	15,807 85	630 51	16,438 36	-----
Other cars of all classes	310 28	251 16	561 44	-----
Total equipment	\$50,580 08	\$36,006 02	\$86,586 10	\$4,891 00
Total cost construction and equipment	\$182,940 53	\$98,638 76	\$281,579 29	\$15,907 00

INCOME ACCOUNT.

Gross earnings from operation	\$25,797 04	\$60,964 83
Miscellaneous income—less expenses	35,167 79	
Total income	-----	40,435 67
Deductions from income:		
Operating expenses	\$39,016 43	
Interest and discount on floating debt paid during year	39 95	
Taxes	1,209 79	
Other deductions	169 50	\$20,529 16
Total deductions from income	-----	
Net income	-----	\$20,529 16
Surplus for year ending December 31, 1890	-----	

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road	\$194,993 19	Capital stock	\$291,500 00
Cost of equipment	86,586 10	Floating debt	37,412 21
Lands owned	49,247 37	Profit and loss:	
Cash items	5,465 56	Surplus from other business	
Accounts receivable	2,137 13	investments	34,403 53
Other assets	9,419 45		
Sundries	600 00		
Profit and loss:			
Deficit from operation	13,585 91		
Deficit from other business in-			
vestments	1,281 03		
	<u>\$363,315 74</u>		<u>\$363,315 74</u>

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Gross railroad earnings	\$25,797 04	Expense of transportation	\$39,382 95
Net amount realized from stock		Interest paid	39 95
issued	130,500 00	Taxes	1,209 79
Net increase floating debt	9,727 02	Permanent improvements	8,523 35
Net amount decrease of cash		Equipment	36,006 02
assets	1,748 09	Constructing new road	54,109 39
Receipts from other sources	1,126 49	Increase of cash assets	1,737 12
		Other expenditures	184 50
		Real estate	17,047 46
		Stores and materials	10,058 11
		Sundries	600 00
	<u>\$168,898 64</u>		<u>\$168,898 64</u>

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$15,897 88
Freight revenue	9,799 77
Total passenger and freight earnings	\$25,697 65
Other earnings from operation:	
Telegraph	99 39
Other sources	1,126 49
Total gross earnings from operation	\$26,923 53

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway	\$4,853 89
Repairs of fences, road-crossings, signs, and cattle guards	6 75
Total	\$4,860 64
Maintenance of equipment:	
Repairs and renewals of locomotives	\$1,508 70
Repairs and renewals of passenger cars	831 17
Repairs and renewals of freight cars	86 10
Shop machinery, tools, etc.	1,023 17
Other expenses	10 30
Total	\$3,459 44
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$5,181 21
Fuel for locomotives	5,638 23
Water supply for locomotives	332 37
All other supplies for locomotives	170 43
Wages of other trainmen	2,894 83
All other train supplies	130 41
Wages of switchmen, flagmen, and watchmen	1,292 34
Wages of station agents, clerks, and laborers	2,517 50
Station supplies	178 07
Loss and damage	1,680 44
Injuries to persons	1,220 00
Other expenses	1,138 33
Total	\$22,374 16
General expenses:	
Salaries of officers	\$2,902 43
Salaries of clerks	964 09
General office expenses and supplies	159 73
Advertising	756 05
Legal expenses	1,558 15
Stationery and printing	353 90
Other general expenses	1,994 36
Total	\$8,688 71
Recapitulation of expenses:	
Maintenance of way and structures	\$4,860 64
Maintenance of equipment	3,459 44
Conducting transportation	22,374 16
General expenses	8,688 71
Grand total	\$39,382 95

IMPORTANT CHANGES DURING THE YEAR.

Road extended from Carey's Junction to new depot in Los Angeles, distance about 1 mile; also added 2,140 feet of side track.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Daily Compensation.
General officers	3	\$3,100 00	\$8 60
General office clerks	2	1,680 00	4 38
Station agents and operators	2	1,920 00	5 33
Other station men	7	4,466 40	14 88
Enginemen	3	1,080 00	3 00
Firemen	3	2,340 00	6 50
Conductors	3	2,700 00	7 50
Other trainmen	3	2,160 00	6 00
Machinists	2	2,580 00	7 16
Carpenters	1	1,080 00	3 00
Other shopmen	5	2,400 00	6 66
Section foremen	3	2,460 00	6 83
Other trackmen	10	6,300 00	17 50
Switchmen, flagmen, and watchmen	2	1,560 00	4 33
Totals	49	\$35,826 40	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	28,048	
Total passenger revenue		\$15,897 88
Freight traffic:		
Total freight revenue		9,799 77
Passenger and freight:		
Passenger and freight earnings		25,697 65
Passenger and freight earnings per mile of road		1,451 85
Expense per mile of road		1,734 15
Total earnings per mile of road, including mails, express, etc.		1,451 85
Train mileage:		
Miles run by passenger, freight, and mixed trains from August 1 to December 31, 1890	25,560	
Average number of tons of freight in train	60	
Average number of tons of freight in each loaded car ...	10	

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.	With Train Brake.
Locomotives:			
Freight	2	2	2
Switching	1	2	2
Totals	3	4	4
Cars in passenger service:			
First class passenger cars		11	11
Combination passenger cars	3	3	3
Totals	3	14	14
Cars in freight service:			
Box cars	2	12	12
Flat cars		17	17
Totals	2	29	29
Cars in company's service:			
Caboose cars		1	1
Grand totals	8	48	48

The Westinghouse air brake is the kind of train brake in use.

MILEAGE OF ROAD OPERATED.

Length of single track, $17\frac{7}{10}$ miles; length of yard track, sidings, and spurs, 2 miles and 780 feet; aggregate length of all tracks, 19 miles and 4,476 feet; all equipped with steel rails.

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 240 tons. Average price of rails at distributing point, steel, \$42 50 per ton.

New ties laid during year, 18,000 redwood and Oregon pine. Average price at distributing point, 30 cents each.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching, and construction locomotives, from August 1 to December 31, 1890, consumed 421 tons of coal in running 25,560 miles. The average cost of coal at distributing point is \$10 per ton.

ACCIDENTS.

The only accident was to a lady passenger, who was injured by jumping from a car while in motion.

CHARACTERISTICS OF ROAD.

Redondo to Los Angeles: Length, 104,796 feet; number of curves, 17; aggregate length of curved lines, 11,426 feet; length of straight track, 93,376 feet; length of level track, 22,000 feet; number of ascending grades, 23; sum of ascents, 271 feet; aggregate length of ascending grades, 39,700 feet; number of descending grades, 21; sum of descents, 162 feet; aggregate length of descending grades, 32,250 feet.

Trestles: Number, 1; length, 25 feet.

Gauge of track: 3 feet.

Telegraph: Owned by this company, 18 miles of line; operated by this company and Postal Telegraph Company.

Telephone: 2 miles of line.

Number of stations on all roads operated by this company in California: 4 regular and 6 flag stations.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS.

Individuals donated 110 acres of land; estimated value, \$32,000.

Corporations donated 56 lots in town of Redondo Beach; estimated value, \$22,000.

STATE OF CALIFORNIA, }
County of Los Angeles. } ss.

George J. Ainsworth, President of the Redondo Railway Company, and S. P. Rees, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

GEORGE J. AINSWORTH.
S. P. REES.

Subscribed and sworn to before me, this sixth day of July, 1891.

[SEAL]

W. K. LENERIDGE,
Justice of the Peace.

SIERRA VALLEY AND MOHAWK RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Sierra Valley and Mohawk Railroad Company.
2. Date of organization: October 1, 1885.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.
4. Not a consolidated company.
7. Never has been operated.

ORGANIZATION.

Names of Directors.	Post Office Address.
James T. Boyd	San Francisco.
R. D. Perry	San Francisco.
Charles Kohler	San Francisco.
J. Goldberg	San Francisco.
John McDonald	New York.

Total number of stockholders at date of last election: 5.

Date of last meeting of stockholders for election of Directors: Some time in 1887.

Post Office address of general and operating offices: San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, and President..	James T. Boyd	San Francisco.
Secretary and Treasurer	R. D. Perry	San Francisco.
Chief Engineer	Hubert E. Green	San Francisco.
General Manager	R. D. Perry	San Francisco.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.
Capital stock	\$100 00	\$1,000,000 00

FUNDED DEBT.

Class of Bond or Obligation.	Amount of Authorized Issue.	Amount Issued and now Outstanding.
First mortgage	\$350,000 00	\$150,000 00

The road has been foreclosed.

BONDS OWNED.

Name.	Total Amount Held.
Agissig & Shaw	\$50,000 00
Charles M. Fay	28,000 00
A. F. Higgins	10,000 00
Treadwell Cleveland	10,000 00
W. A. Hamilton	4,000 00
James T. Boyd	5,000 00
R. D. Perry	16,000 00
Charles Kohler	2,500 00
Jacob Goldberg	1,250 00

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

R. D. Perry, Secretary and Treasurer of the Sierra Valley and Mohawk Railroad Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

R. D. PERRY,
Secretary and Treasurer.

SAN DIEGO, CUYAMACA, AND EASTERN RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: San Diego, Cuyamaca, and Eastern Railway Company.
2. Date of organization: March 6, 1888.
3. Under laws of what Government, State, or Territory organized: Laws of State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.
R. W. Waterman	San Diego, Cal.
W. S. Waterman	San Diego, Cal.
G. J. Leavy	San Diego, Cal.
S. M. Marshall	San Diego, Cal.
Robt. Allison	San Diego, Cal.
Jos. Allison	San Diego, Cal.
I. M. Merrill	San Diego, Cal.

Total number of stockholders at date of last election: 7.

Post Office address of general and operating offices: San Diego, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President	R. W. Waterman	San Diego, Cal.
Secretary and Treasurer	W. S. Waterman	San Diego, Cal.
Auditor	W. H. Kitto	San Diego, Cal.
General Manager	W. S. Waterman	San Diego, Cal.
Superintendent and General Passenger, Ticket, and Freight Agent	A. E. Kenney	San Diego, Cal.

PROPERTY OPERATED.

The San Diego, Cuyamaca, and Eastern Railway is operated from San Diego to Foster, a distance of 26 miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$7,000,000 00	\$769,000 00

FUNDED DEBT.

Class of Bond or Obligation.	Amount Issued and now Out- standing.	Rate of Interest.	Interest Accrued During Year.
First mortgage—Issued July 1, 1888; due July 1, 1918	\$550,000 00	6 per cent, semi-annual	\$33,000 00

Bonds and stock are held by the same parties.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1890.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable.....	\$17,684 22	Cash.....	\$110 00
Audited vouchers and accounts..	48,181 41	Bills receivable.....	61,900 00
		Due from agents.....	1,001 22
		Due from solvent companies and individuals.....	2,754 41
Total	\$65,865 63	Total	\$65,865 63

RECAPITULATION.

Accounts.	Total Amount.	Miles.	Amount per Mile of Road.
Capital stock	\$769,000 00	26	\$21,115 40

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.
Construction.....	\$550,000 00
Equipment:	
Locomotives.....	\$8,485 00
Passenger cars.....	4,000 00
Other cars of all classes.....	4,950 00
Total equipment.....	\$17,435 00
Total cost of construction and equipment	\$567,435 00

This road was built under contract with a construction company, for which stock and bonds were issued.

INCOME ACCOUNT.

Gross earnings from operation	\$46,213 32
Less operating expenses	38,383 56
Income from operation	\$7,829 76

DR.		GENERAL BALANCE SHEET.		CR.	
Cost of road	\$567,435 00	Capital stock	\$550,000 00		
		Profit and loss:			
		Surplus from operation....	7,829 76		

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation.....	\$7,829 76	Increase of other assets.....	\$7,829 76

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$18,585 42
Other items	648 07
Total passenger earnings	\$19,233 49
Freight revenue	26,979 83
Total passenger and freight earnings	\$46,213 32

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures	\$11,357 44
Maintenance of equipment	2,210 15
Conducting transportation	22,238 54
General expenses	2,577 43
Total	\$38,383 56
Percentage of operating expenses to earnings	83

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.
Station agents	4	\$22,714 87
Other station men	1	
Enginemen	1	
Firemen	1	
Conductors	1	
Other trainmen	2	
Carpenters	1	
Section foremen	4	
Other trackmen	12	
Totals	27	\$22,714 87

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	37,171	
Number of passengers carried one mile	619,514	
Average distance carried—miles	18	
Total passenger revenue		\$18,585 42
Amount received from each passenger		50
Average receipts per passenger per mile		03
Freight traffic:		
Number of tons carried of freight earning revenue	27,295	
Number of tons carried one mile	327,540	
Average distance haul of one ton—miles	15	
Total freight revenue		26,979 83
Amount received for each ton of freight		1 50
Average receipts per ton per mile		10
Passenger and freight:		
Passenger and freight earnings		45,565 25
Total earnings per mile of road, including mails, express, etc.		46,213 32
Total mileage trains earning revenue	43,757	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	Total Tons.
Products of agriculture:		
Grain	1,680	
Flour	150	
Other mill products	50	
Hay	1,680	
Fruit and vegetables	1,440	
Raisins	1,500	
Products of animals:		6,500
Live stock	7	
Dressed meats	5	
Wool	2	
Honey	54	
Products of mines:		68
Bituminous coal	30	
Stone, sand, and other like articles	12,372	
Products of forest:		12,402
Lumber	2,160	
Wood	140	
Manufactures:		2,300
Petroleum and other oils	35	
Iron and hardware	300	
Other castings and machinery	100	
Cement, brick, and lime	150	
Agricultural implements	75	
Wagons, carriages, tools, etc.	25	
Wines, liquors, and beers	90	
Household goods and furniture	75	
		850
Merchandise	5,175	
		5,175
Total tonnage		27,292

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.
Locomotives:	
Passenger	1
Cars in passenger service:	
First class passenger cars	1
Combination passenger cars	1
Other cars in passenger service	3
Total	5
Cars in freight service:	
Box cars	6
Flat cars	8
Total	14
Grand total	20

MILEAGE OF ROAD OPERATED.

Length of single track, 25³⁷/₁₀₀ miles; length of yard track, sidings, and spurs, 4,710 feet; aggregate length of all tracks, 26 miles.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, and switching locomotives consumed 1,070 tons of coal in running 43,757 miles. The average cost of coal at distributing points is \$9 50 per ton.

CHARACTERISTICS OF ROAD.

San Diego to Foster: Length, 25 $\frac{37}{100}$ miles; number of curves, 51; aggregate length of curved lines, 6.463 miles; length of straight track, 18.907 miles; length of level track, 5.53 miles; number of ascending grades, 65; sum of ascents, 2,135 feet; aggregate length of ascending grades, 12.955 miles; number of descending grades, 42; sum of descents, 431.15 feet; aggregate length of descending grades, 6.897 miles.

Bridges: Wooden, 30.

Trestles: Aggregate length, 1,670 feet.

Gauge of track: Standard.

Telegraph: Operated by this company, 22 miles of line.

Number of stations on all roads operated by this company in California: 4.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From San Diego to Lakeside	April 1, 1889.
From Lakeside to Foster	Feb. 13, 1890.

STATE OF CALIFORNIA, }
County of San Diego. } ss.

Waldo S. Waterman, Secretary and Treasurer of the San Diego, Cuyamaca, and Eastern Railway Company, and Acting President of the said company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1890.

WALDO S. WATERMAN,
Acting President.

Subscribed and sworn to before me, this nineteenth day of June, 1891.

[SEAL]

F. P. BRUNER,
Notary Public.

THIRTEENTH ANNUAL REPORT

OF THE

Board of Railroad Commissioners

OF THE

STATE OF CALIFORNIA.

FOR THE

YEAR ENDING SEPTEMBER 15, 1892.



SACRAMENTO:

STATE OFFICE, : : : : A. J. JOHNSTON, SUPT. STATE PRINTING.

1892.

MEMBERS OF THE BOARD.

WM. BECKMAN, First DistrictSacramento.
J. M. LITCHFIELD, Second DistrictSan Francisco.
JAS. W. REA, Third DistrictSanta Clara.

OFFICERS.

JAS. V. KELLY, SecretarySanta Clara.
R. H. STAFFORD, BailiffSacramento.
F. H. LOMBARD Stenographer.....San Francisco.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS.

Rooms 27 and 28, "Chronicle" Building.....San Francisco.

REPORT.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, September 15, 1892. }

Hon. H. H. MARKHAM, Governor of California:

SIR: In compliance with the requirements of law, we have the honor to transmit you herewith the thirteenth annual report from this department. It includes the reports in full of the different railroad corporations now in operation in the State, and reporting to this Commission up to the 31st of December, 1891, together with the proceedings had during the year up to the 10th of September, 1892.

The statistical detail which accompanied the former reports of the Commission has been eliminated, in order to permit a complete report of the proceedings of this Commission in an important case, now pending before the Commission, affecting the rates on freights and fares throughout the entire State of California; and only the general summary of other important matters is given below.

From July 8, 1891, to August 4, 1892, there were seventeen railroad corporations, with a total capital stock authorized of \$82,200,000, which contemplate the construction of 2,286 miles of road, besides two electric roads, with capital stock authorized amounting to \$1,250,000, and the contemplated length of 30 miles of road.

During the past year there were two companies formed by the consolidation of the following roads now in operation, viz.: Santa Fe and Santa Monica Railway Company, San Bernardino and Eastern Railway Company, Southern California Company, under the name of the Southern California Railway Company, and having a total length of 566 miles, with the aggregate stock authorized of \$17,360,000. Also, the formation of the Long Beach and Alamos Bay Railway Company, by the consolidation of the following roads now in active operation, viz.: Los Angeles and Ocean Railway Company, Long Beach and Alamos Bay Railway Company, and having a total length of 22 miles, with a capital fixed at \$100,000.

During the fiscal year just closed there were 318.72 miles of new road constructed, making a total length of all roads in California reporting to the Commission of 4,609.20 miles. There are a few short lines that have recently been put in operation, that have not reported as yet.

The total gross income from all the roads in California reporting to this Commission, for the last fiscal year, was \$42,129,788 77, and the operating expenses were \$25,596,383 05, leaving a balance of \$16,533,405 72.

It has been the aim of this Commission since its organization on the 5th of January, 1891, to assist shippers, when differences have arisen between them and the various railroad companies, to secure the most

speedy adjustment of their grievances. In many cases satisfactory results have been attained without the filing of a formal complaint. There have been, however, cases wherein wide differences exist, and in which an amicable adjustment could not be arrived at by amicable conferences between the shippers and carriers. In such cases the Commission has required the complainant to file his complaint and verify the same.

The most important case which has occupied the attention of the Commission since the filing of our last report, and which may be said to be the most important since the creation of the Board of Railroad Commissioners, in 1880, is the case of *R. O. Shively vs. The Southern Pacific Company*, which seeks a revision of the tariff on freights and fares over the entire system of the Southern Pacific Company in California, on every article usually shipped by railroads, and prays for a general reduction of at least 10 per cent on fares, and a reduction of at least 20 per cent on freight charges throughout the State.

It will be seen that the subject is one of vast importance to the people of California, not only to the producer, who is necessarily the greatest shipper, but to every consumer as well.

The history of the proceedings which led to the filing of the complaint by Mr. Shively is as follows: On the 14th of March, 1892, the Traffic Association of California, through Mr. Leeds, its manager, addressed a communication to this Commission, which communication appears in full in the accompanying report, directing the attention of this body to the complaint made through the columns of the press of the State, of excessive transportation charges by railroad companies within the limits of the State, and in the same communication stated that it was "evident that there was some delicacy on the part of individuals about making specific and individual complaints;" contended that this was "not necessary under the law," and concluded that "he would earnestly request, in the name of the members of the association, that the Commission take up and act upon the matters outlined therein."

In another communication addressed to the Board, and filed on the 21st of March, 1892, Mr. Leeds briefly cited the constitutional provisions in support of his position, and in addition thereto filed a schedule of comparative rates on grain in California, as compared with rates for a like service in Kansas. Similar communications and schedules were filed from time to time thereafter by Mr. Leeds, all of which are herewith submitted in full.

The Board requested Mr. Leeds, as the Manager of the Traffic Association of California, to verify the statements made in the communications and schedules presented, and further stated that there were sufficient facts alleged therein to form the basis of an investigation by the Board of the rates of the Southern Pacific Company, if a formal and verified complaint were filed in accordance with the rules and the laws of the State. Mr. Leeds refused to file such a complaint, or to verify his communications, and in explanation said:

"The communications and schedules filed are not so intended. I do not agree with your Board in thinking that its duties are wholly judicial. I think it is the duty of the Board to take up, of its own motion, such questions of transportation matters as need adjustment. I put in that comparative schedule on that basis. I do not believe the State of California should be required to file a complaint against a carrier, when

it is pretty plainly evident to every one that existing charges are discriminative and exorbitant. It appears to me that your Board should be more of prosecutors in such matters than judges. Your duties in such a case are not judicial."

In reply to the foregoing statement, made orally before the Commission, the Chairman of the Board made the following response:

"I desire to say, Mr. Leeds, speaking for myself, but I believe, expressing the opinion of the other members of the Board, that I think you should make a formal complaint, properly verified, setting forth the grievances which you declare to exist. I understand that you have been in the employ of transportation companies for many years, and are familiar with traffic schedules in Kansas and other States.

"I also understand that you now represent the Traffic Association of California, at a salary of \$10,000 a year, and that it is a part of your duty to secure better transportation rates for the members of that association. If you will present a proper complaint to this Board it will be served upon the railroad companies; they will be given an opportunity to answer, and an investigation will be had of the matter before this Board. I believe that your experience and ability as a traffic expert, and your intimate knowledge of the railroad business, would be a powerful aid to this Board in the performance of its duty in the matter. I understand that all that the Traffic Association wants is a square deal, and equipped as it is with such a manager, it ought not to require the Commission to assume any other attitude than one of judicial impartiality between it and the railroad companies. There are doubtless two sides to this question of freights and fares, and since there are two parties, each equipped with expert traffic managers, the Railroad Commission should hear both sides. I understand your position. It is that the Commission should frame a schedule for the railroad companies without giving them a hearing. I will not assume that position, because I believe it would be both illegal and unjust for this Commission to attempt to make and to enforce a schedule upon *ex parte* evidence. Your duty, and the duty of the Traffic Association, is to verify and present your complaint, and if you do so I assure you that I for one will gladly proceed to the investigation of railroad freights and fares, and let the people of the State judge of the result."

On March 21st the Commissioners filed with the Clerk of the Board their opinions in writing, which are herewith submitted, giving their reasons for the position taken in refusing to act on the unverified communication of the Traffic Association. The Commissioners agree with that portion of Mr. Leeds' communication which declares that the Commissioners have the power, and that it is their duty to establish rates of freights and fares within their jurisdiction. The language of the Constitution on this point is clear and unmistakable.

Section 22 of Article XII of the Constitution declares: "Said Commissioners shall have the power, and it shall be their duty to establish rates of charges for transportation of passengers and freight by railroad and other transportation companies, and publish the same from time to time, with such changes as they may make." This sentence from the organic law would seem to be susceptible of but one construction as to the powers and duties of the Commission. A consideration of the whole of Section 22 of Article XII of the Constitution will show to an unbiased mind that the Board of Railroad Commissioners is essentially a judicial

body; that while it is the creature and the servant of the people of California, it is so in the same sense, and to the same extent, that Courts of the State are the servants of its people. Every sentence and every intendment of the Constitution favors this view of the position and powers of the Commission, and forbids any other attitude on the part of its members than that of impartial arbiters between the transportation companies on the one side, and the producers and shippers of produce on the other. The very section of the Constitution which declares that it is within the powers and duties of the Commission to establish rates of freights and fares, provides that such rates, when established, shall have the same effect as a judgment in a Court of law. If the conclusions of the Commissioners are to have such an effect, it is evident that in their deliberations which result in such conclusions, they should occupy the position of *judicial impartiality*. This is the only position in which they would be sustained by the Courts of the nation and State.

It is true that in many cases the Commission has not insisted on the complainant filing his verified complaint. There are many cases where the differences were slight, or where errors had crept in on the part of the employes of the railroad companies. These were in every instance adjusted when attention was called to the discrepancies. In many instances compromises were effected, through the medium of this Commission, between the railroad companies and the shippers, and so far as we know the Commission has succeeded in adjusting the matters satisfactorily in every case. But where the differences were great and an amicable adjustment could not reasonably be expected, this Commission has insisted that the complainant file and verify his complaint according to law.

Section 9 of an Act of the Legislature, approved April 15, 1880, entitled "An Act to organize and define the powers of the Board of Railroad Commissioners," says: "All complaints before said Board shall be in writing and under oath. All decisions of said Board shall be in writing, and the grounds of the decision shall be stated." * * *

Rule 2 of the Board says: "The complaint, answer, and demurrer must be subscribed by the party, or some attorney at law in his behalf. If the complaint is verified, the answer must be verified in the same manner, by the persons and in the form required by the Code of Civil Procedure in civil cases." Thus it will be seen that the law requires all complaints filed with the Board shall be in writing, and under oath, and the rules require the plaintiff, or his attorney, to subscribe to the complaint.

We are therefore of the opinion that the Traffic Association, through its manager, is in error in demanding that this Commission shall arbitrarily fix the rates of freights and fares; that the Board shall occupy the position of prosecutors, sit in judgment, and practically render a decision in the case before the defendant has had an opportunity to be heard. It is upon this point that the Commission disagrees with the Traffic Association, and has refused to act without a formal complaint. The Traffic Association and the transportation companies represent two opposing interests, each seeking its own advantage. The Board of Railroad Commissioners will occupy the position between them intended for it by the framers of the Constitution. It will impartially hear and judicially determine issues before it, and thus arrive at an equitable and legal conclusion from all the testimony. The Traffic Association has

failed thus far to file a complaint in accordance with the views of the Board, and has, to all intents and purposes, abandoned the subject and refused to proceed with an investigation upon the lines indicated by the Commission.

On the 6th of June, 1892, Mr. R. O. Shively, the President of the Board of Trade of Santa Clara County, filed with this Commission his verified complaint, wherein he prays for a general reduction of fares and freights of at least 10 per cent on fares and 20 per cent on freights upon present schedule rates over all the roads in California. Summons were served on all the railroad companies, and in due time answers were filed.

On the 14th of July Mr. Shively, through his attorney, John E. Richards, Esq., dismissed the original complaint as to all the defendants save the Southern Pacific Company, and filed an amended complaint against the latter corporation alone.

The objections made by the Southern Pacific Company to the amended complaint have been disposed of, and the case has been set for trial on the 3d of October, 1892, when it is expected that one of the most important issues will be heard, and in due time determined, that has ever been presented to the Commission.

For the purpose of arriving at an intelligent conclusion of this matter, this Board has employed Col. Richard P. Morgan, an expert of many years' experience, to examine and report to this Commission as to the present condition of all the roads in this State. This, we think, is eminently just and proper, in order that an equitable adjudication can be finally reached. The Commission, however, finds itself in an embarrassing condition financially, as there are no funds upon which it can draw to pay for the services of an expert, which are necessarily expensive, and the only remedy now remaining is for the next Legislature to appropriate a reasonable sum to meet this contingency.

All of which is respectfully submitted.

WM. BECKMAN,

Commissioner for the First District.

J. M. LITCHFIELD,

Commissioner for the Second District.

JAS. W. REA,

Commissioner for the Third District.

POWERS AND DUTIES OF RAILROAD COMMISSIONERS.

[From the Constitution of the State of California.]

ARTICLE XII.

CORPORATIONS.

SECTION 17. All railroad, canal, and other transportation companies are declared to be common carriers and subject to legislative control. Any association or corporation, organized for the purpose under the laws of this State, shall have the right to connect at the State line with railroads of other States. Every railroad company shall have the right with its road to intersect, connect with, or cross any other railroad, and shall receive and transport each the other's passengers, tonnage, and cars without delay or discrimination.

SEC. 18. No President, Director, officer, agent, or employé of any railroad or canal company shall be interested, directly or indirectly, in the furnishing of material or supplies to such company, nor in the business of transportation as a common carrier of freight or passengers over the works owned, leased, controlled, or worked by such company, except such interest in the business of transportation as lawfully flows from the ownership of stock therein.

SEC. 19. No railroad or other transportation company shall grant free passes, or passes or tickets at a discount, to any person holding any office of honor, trust, or profit in this State; and the acceptance of any such pass or ticket by a member of the Legislature, or any public officer, other than Railroad Commissioner, shall work a forfeiture of his office.

SEC. 20. No railroad company, or other common carrier, shall combine, or make any contract with the owners of any vessel that leaves port, or makes port in this State, or with any common carrier, by which combination or contract the earnings of one doing the carrying are to be shared by the other not doing the carrying. And whenever a railroad corporation shall, for the purpose of competing with any other common carrier, lower its rates for transportation of passengers or freight from one point to another, such reduced rates shall not be again raised or increased from such standard without the consent of the governmental authority in which shall be vested the power to regulate fares and freights.

SEC. 21. No discrimination in charges, or facilities for transportation, shall be made by any railroad or other transportation company between places or persons, or in the facilities for the transportation of the same classes of freight or passengers within this State, or coming from or going to any other State. Persons and property transported over any railroad, or by any other transportation company or individual, shall be delivered at any station, landing, or port, at charges not exceeding the charges for the transportation of persons and property of the same class, in the same direction, to any more distant station, port, or landing. Excursion and commutation tickets may be issued at special rates.

SEC. 22. The State shall be divided into three districts as nearly equal in population as practicable, in each of which one Railroad Commissioner shall be elected by the qualified electors thereof, at the regular gubernatorial elections, whose salary shall be fixed by law, and whose term of office shall be four years, commencing on the first Monday after the first day of January next succeeding their election. Said Commissioners shall be qualified electors of this State and of the district from which they are elected, and shall not be interested in any railroad corporation, or other transportation company, as stockholder, creditor, agent, attorney, or employé; and the act of a majority of said Commissioners shall be deemed the act of said Commission. Said Commissioners shall have the power, and it shall be their duty, to establish rates of charges for the transportation of passengers and freight by railroad or other transportation companies, and publish the same from time to time, with such changes as they may make; to examine the books, records, and papers of all railroad and other transportation companies, and for this purpose he shall have power to issue subpoenas and all other necessary process; to hear and determine complaints against railroad and other transportation companies, to send for persons and papers, to administer oaths, take testimony, and punish for contempt of their orders and processes, in the same manner and to the same extent as Courts of record, and enforce their decisions and correct abuses through the medium of the Courts. Said Commissioners shall prescribe a uniform system of accounts to be kept by all such corporations and companies. Any railroad corporation or transportation company which shall fail or refuse to conform to such rates as shall be established by such Commissioners, or shall charge rates in excess thereof, or shall fail to keep their accounts in accordance with the system prescribed by the Commission, shall be fined not exceeding twenty thousand dollars for each offense; and every officer, agent, or employé of any such corporation or company, who shall demand or receive rates in excess thereof, or who shall in any manner violate the provisions of this section, shall be fined not exceeding five thousand dollars, or be imprisoned in the county jail not exceeding one year. In all controversies, civil or criminal, the rates of fares and freights established by said Commission shall be deemed conclusively just and reasonable, and in any action against such corporation or company, for damages sustained by charging excessive rates, the plaintiff, in addition to the actual damage, may, in the discretion of the Judge or jury, recover exemplary damages. Said Commission shall report to the Governor, annually, their proceedings, and such other facts as may be deemed important. Nothing in this section shall prevent individuals from maintaining actions against any of such companies. The Legislature may, in addition to any penalties herein prescribed, enforce this article by forfeiture of charter or otherwise, and may confer such further powers on the Commissioners as shall be necessary to enable them to perform the duties enjoined on them in this and the foregoing section. The Legislature shall have power, by a two-thirds vote of all the members elected to each house, to remove any one or more of said Commissioners from office, for dereliction of duty, or corruption, or incompetency; and whenever, from any cause, a vacancy in office shall occur in said Commission, the Governor shall fill the same by the appointment of a qualified person thereto, who shall hold office for the residue of the unexpired term, and until his successor shall have been elected and qualified.

[From Statutes of California, 1880.]

CHAPTER LVII.

An Act to compel railroad corporations, or individuals owning railroads, to operate their roads.

[Approved April 15, 1880.]

The People of the State of California, represented in Senate and Assembly, do enact as follows:

SECTION 1. From and after the completion of any railroad, or the completion of such portion thereof capable of being operated, it shall be the duty of the corporation, or individual owning the same, to operate it; and upon the failure of said corporation or individual so owning said road to keep the same, or any part thereof, in full operation for the period of six months, its or his right to operate the same in whole or in part, as the case may be, shall be forfeited, and the lands occupied for the purposes of its or his road, so far as the same shall not be operated, shall revert to the original owners, or their successors in interest. A railroad shall be deemed to be in full operation when one passenger train, or one mixed train, is run over it once each day in each direction, and a sufficient number of freight trains to accommodate the traffic on said road.

SEC. 2. This Act shall not be construed to apply to a case where the operation of a road is prevented by the act of God, nor to a case where the operation of said road, together with its branch or trunk lines, does not yield income sufficient to defray the expenses of maintaining and operating the same in connection with its said branch or trunk lines.

SEC. 3. The Railroad Commissioners of the State of California shall have the power to examine and determine the question whether said road, together with its said branch and trunk lines, does or does not yield income sufficient to operate the same.

SEC. 4. This Act shall take effect immediately.

[From Statutes of California, 1880.]

CHAPTER LIX.

An Act to organize and define the powers of the Board of Railroad Commissioners.

[Approved April 15, 1880.]

The People of the State of California, represented in Senate and Assembly, do enact as follows:

SECTION 1. The three persons elected Railroad Commissioners pursuant to the provisions of section twenty-two of article twelve of the Constitution of this State, constitute, and shall be known and designated

as the "Board of Railroad Commissioners of the State of California." They shall have power to elect one of their number President of said Board, to appoint a Secretary, to appoint a Bailiff, who shall perform the duties of Janitor; also to employ a stenographer, whenever they may deem it expedient.

SEC. 2. The salary of each Commissioner shall be four thousand dollars per annum; the salary of the Secretary shall be twenty-four hundred dollars per annum; the salary of the Bailiff shall be twelve hundred dollars per annum, such salaries to be paid by the State of California in the same manner as the salaries of State officers are paid. The stenographer shall receive a reasonable compensation for his services, the amount to be fixed by the State Board of Examiners, and paid by the State. Said Commissioners, and the persons in their official employment, when traveling in the performance of their official duties, shall have their traveling expenses other than transportation paid, the amount to be passed on by the State Board of Examiners, and paid by the State. Said Board of Railroad Commissioners shall be allowed one hundred dollars per month for office rent, and fifty dollars per month for fuel, lights, postage, expressage, subscriptions to publications upon the subject of transportation, and other incidental expenses, to be paid by the State; *provided*, that all moneys remaining unexpended at the expiration of each fiscal year shall be returned to the State Treasury. Said Board is further authorized to expend not to exceed four hundred dollars for office furniture and fixtures, to be paid by the State. The State shall furnish said Board with all necessary stationery and printing, upon requisitions signed by the President of said Board.

SEC. 3. Said Commissioners, and the persons in their official employment, shall, when in the performance of their official duties, have the right to pass free of charge on all railroads, steamers, ships, vessels, and boats, and on all vehicles employed in or by any railroad or other transportation company engaged in the transportation of freight and passengers within the State.

SEC. 4. It shall be the duty of the Attorney-General and the District Attorney in every county, on request of said Board, to institute and prosecute, and to appear and to defend, for said Board, in any and all suits and proceedings which they or either of them shall be requested by said Board to institute and prosecute, and to appear in all suits and proceedings to which the Board is a party, shall have precedence over all other business except criminal business; *provided*, that said Board shall have the power to employ additional counsel to assist said Attorney-General, or said District Attorney, or otherwise, when in their judgment the exigencies of the case may so require, the fees and expenses of said additional counsel to be determined by the State Board of Examiners, and paid by the State.

SEC. 5. The office of said Board shall be in the city of San Francisco. Said office shall always be open (legal holidays and non-judicial days excepted). The Board shall hold its sessions at least once a month in said city of San Francisco, and at such other times and such other places within this State as may be expedient. The sessions of said Board shall be public, and when held at a place other than the office in the city of San Francisco, notice thereof shall be published once a week for two successive weeks before the commencement of such session, in a newspaper published in the county where such session is to be held; and if no news-

paper is published in such county, then in a newspaper published in an adjacent county, such publication to be paid by the State in the manner as other publications authorized by law are paid.

SEC. 6. The Board shall have a seal, to be devised by its members, or a majority thereof. Such seal shall have the following inscription surrounding it: "Railroad Commission, State of California." The seal shall be affixed only to, first, writs; second, authentications of a copy of a record or other proceedings, or copy of a document on file in the office of said Commission.

SEC. 7. The process issued by said Board shall extend to all parts of the State. The Board shall have power to issue writs of summons and of subpoena in like manner as Courts of record. The summons shall direct the defendant to appear and answer within fifteen days from the day of service. The necessary process issued by the Board may be served in any county in this State by the Bailiff of the Board, or by any person authorized to serve process of Courts of record.

SEC. 8. The Secretary of said Board shall issue all process and notices required to be issued, and do and perform such other duties as the Board may prescribe. The Bailiff shall preserve order during the sessions of said Board, and shall have authority to make arrests for disturbances. He shall also have authority, and it shall be his duty, to serve all process, orders, and notices issued by said Board when directed by the President, and make return of the same.

SEC. 9. All complaints before said Board shall be in writing and under oath. All decisions of said Board shall be given in writing, and the grounds of the decisions shall be stated. A record of the proceedings of said Board shall be kept, and the evidence of persons appearing before said Board shall be preserved.

SEC. 10. Whenever the Board shall render any decision within the purview and pursuant to the authority vested in said Board by section twenty-two of article twelve of the Constitution, said Board, or the person, copartnership, company, or corporation making the complaint upon which such decision was rendered, is authorized to sue upon such decision in any Court of competent jurisdiction in this State.

SEC. 11. Whenever said Board, in the discharge of its duties, shall establish or adopt rates of charges for the transportation of passengers and freight, pursuant to the provisions of the Constitution, said Board shall serve a printed schedule of such rates, and of any changes that may be made in such rates, upon the person, copartnership, company, or corporation affected thereby; and upon such service, it shall be the duty of such person, copartnership, company, or corporation to immediately cause copies of the same to be posted in all its offices, station houses, warehouses, and landing offices affected by such rates, or change of rates, in such manner as to be accessible to public inspection during usual business hours. Said Board shall also make such further publication thereof as they shall deem proper and necessary for the public good. If the party to be served, as hereinbefore provided, be a corporation, such service may be made upon the President, Vice-President, Secretary, or managing agent thereof, and if a copartnership, upon any partner thereof. The rates of charges established or adopted by said Board, pursuant to the Constitution and this Act, shall go into force and effect on the twentieth day after service of said schedule of rates, or

changes in rates, upon the person, copartnership, company, or corporation affected thereby, as hereinbefore provided.

SEC. 12. When jurisdiction is, by the Constitution, conferred on the Board of Railroad Commissioners, all the means necessary to carry it into effect are also conferred on said Board; and when in the exercise of jurisdiction within the purview of the authority conferred on said Board by the Constitution, the course of proceeding be not specifically pointed out, any suitable process or mode of proceeding may be adopted by the Board which may appear most conformable to the spirit of the Constitution.

SEC. 13. The said Board shall, immediately after entering upon the performance of its duties, demand and receive from the Transportation Commissioner, appointed under an Act approved April first, eighteen hundred and seventy-eight, section nine, chapter one, all public property belonging to the office of said Transportation Commissioner, in his possession, or under his control, and it is hereby made his duty to deliver the same to the said Board.

SEC. 14. The term "transportation companies" shall be deemed to mean and include:

First—All companies owning and operating railroads (other than street railroads) within this State.

Second—All companies owning and operating steamships engaged in the transportation of freight or passengers from and to ports within this State.

Third—All companies owning and operating steamboats used in transporting freight or passengers upon the rivers or inland waters of this State.

The word "company," as used in this Act, shall be deemed to mean and include corporations, associations, partnerships, trustees, agents, assignees, and individuals. Whenever any railroad company owns and operates, in connection with its road and for the purpose of transporting its cars, freight, or passengers, any steamer or other watercraft, such steamer or other watercraft shall be deemed a part of its said road. Whenever any steamship or steamboat company owns and operates any barge, canal boat, steamer, tug, ferryboat, or lighter in connection with its ships or boats, the things so owned and operated shall be deemed to be part of its main line.

SEC. 15. The salaries of the Commissioners, Secretary, Bailiff, and all other officers and attachés in any manner employed by the Board of Commissioners, and all expenses of any kind created under this Act, shall be paid out of any money in the General Fund not otherwise appropriated, and the Controller of State is hereby authorized and directed to draw his warrants from time to time for such purposes, and the State Treasurer is hereby authorized and directed to pay the same.

SEC. 16. This Act shall take effect immediately.

RULES OF THE BOARD OF RAILROAD COMMISSIONERS.

The Railroad Commissioners of the State of California hereby adopt the following rules to govern the exercise of the judicial power conferred upon the Commissioners by the State Constitution, and the laws made in pursuance thereof:

RULE I.

Any person believing himself aggrieved by any railroad or other transportation company, in any particular, may file his complaint against such railroad or transportation company with the Secretary of the Commissioners. The Secretary must indorse on the complaint the day, month, and year that it is filed, and must, at the request of the person filing the same, issue a summons thereon.

RULE II.

The summons must be directed to the defendant, must be signed by the Secretary, and attested by the seal of the Commissioners, and must contain:

1. The names of the parties to the proceeding.
2. A statement of the nature of the complaint.
3. A direction that the defendant appear and answer it within fifteen days after service thereof.

RULE III.

The summons may be served by the Bailiff of the Commissioners, or by any citizen of the State, and shall be served by delivering a copy thereof, together with a copy of the complaint, to the defendant, or if the defendant is a corporation, to the President, Secretary, Treasurer, or Managing Agent thereof. Proof of service of summons and complaint must be as follows:

1. If made by the Bailiff, his certificate thereof.
2. If by any other person, his affidavit thereof.

RULE IV.

From the time of service of the summons and copy of complaint, the Commissioners shall be deemed to have acquired jurisdiction of the parties and subject-matter. The voluntary appearance of the defendant is equivalent to personal service.

RULE V.

The complaint must contain:

1. The names of the parties to the proceeding.
2. A statement of the cause of complaint, in ordinary and concise language, giving such particulars of time, place, and circumstances as may enable the defendant to answer the same intelligently.
3. A demand of the relief claimed.

RULE VI.

The complainant may write several causes of complaint in the same complaint, but the causes so united must be separately stated.

RULE VII.

The defendant may, within the time required in the summons to answer, object to the complaint upon the following grounds:

1. That it does not state facts sufficient to authorize the proceedings.
2. That it contains more than one cause of action, and that such causes are not separately stated.
3. That it is ambiguous, uncertain, or unintelligible.

RULE VIII.

If the objection is sustained, the complainant may, within ten days thereafter, amend his complaint. If the objection is overruled, the defendant may, within ten days thereafter, answer the complaint.

RULE IX.

The answer of the defendant may contain:

1. A general or specific denial of the allegations of the complaint controverted by him.
2. A statement of any new matter of defense, or in mitigation or explanation of the charges made in the complaint.

RULE X.

The complainant may, within ten days after the service of the answer, object to the same as insufficient, and if the objection is sustained the defendant may, within ten days thereafter, amend his answer.

RULE XI.

The complaint, answer, and demurrer must be subscribed by the party or by some attorney at law in his behalf. If the complaint is verified, the answer must be verified in the same manner, by the persons and in the form required by the Code of Civil Procedure in civil cases.

RULE XII.

The provisions of Sections 452, 453, 462, 463, 464, 465, 469, 470, 471, 472, 473, 475, and 476 of the Code of Civil Procedure shall be applicable to pleading before these Commissioners.

RULE XIII.

If the defendant fails to appear and answer the complaint, the Commissioners shall render such decision thereon, within the relief demanded in the complaint, as the facts may warrant.

RULE XIV.

The Secretary of the Commissioners must keep a calendar of the proceedings at issue, according to the date of service of the summons; and Sections 594, 595, and 596 of the Code of Civil Procedure shall be appli-

cable to the proceedings to be had after said proceedings are entered on the calendar.

RULE XV.

Any party to such proceeding, feeling aggrieved at the decision of the Commissioners, may, within sixty days after such decision, apply to the Commissioners for a rehearing; such application shall be in writing, and shall be filed with the Secretary. The application may be made upon any or all of the following grounds:

1. Irregularity in the proceedings or abuse of discretion, by which the party was prevented from having a fair rehearing.

2. Accident or surprise which ordinary prudence could not have guarded against.

3. Newly discovered evidence, material for the party making the application, which could not, with reasonable diligence, have been discovered and produced at the trial.

4. Insufficiency of evidence to justify the decision, or that it is against law.

5. Error of law occurring on the trial. Sections 658, 659, and 660 of the Code of Civil Procedure shall be applicable to such rehearing.

RULE XVI.

Sections 668, 669, and 670 of the Code of Civil Procedure shall be applicable to the entry of the decisions of these Commissioners.

RULE XVII.

The provisions of Part IV of the Code of Civil Procedure, relating to the general principles, kinds, and degrees, production, and effect of evidence, and of the rights and duties of witnesses, shall be applicable to proceedings before these Commissioners.

RULE XVIII.

The word "person" in these rules includes corporations and firms—the singular the plural, and the masculine the feminine and neuter genders.

RULE XIX.

These rules may be amended at any regular meeting of the Commissioners, and amendments so made shall go into effect sixty days thereafter.

RULE XX.

These rules shall be in force from and after the first day of July, 1881.

ADDITIONAL RULES OF PROCEDURE.

WHEREAS, By Section 11, Chapter 59, of the Statutes of 1880, entitled "An Act to organize and define the powers of the Board of Railroad Commissioners," it is provided that "whenever said Board, in the discharge of its duties, shall establish or adopt rates of charges for transportation of passengers or freight, pursuant to the provisions of the

Constitution, said Board shall serve a *printed schedule* of such rates, and of any changes that may be made in such rates, upon the person, copartnership, company, or corporation affected thereby; and upon such service it shall be the duty of such person, copartnership, company, or corporation to immediately cause *copies of the same* to be posted in all of its offices, station houses, warehouses, and landing offices affected by such rates, in such manner as to be accessible to public inspection during usual business hours." And whereas, it is further provided in said section and Act that "the rates of charges established or adopted by said Board, pursuant to the Constitution and this Act, shall go into force and effect the twentieth day after service of said schedule of rates or changes of rates upon the person, copartnership, company, or corporation affected thereby, as herein provided." And whereas, unless waived by the party to be affected thereby, as aforesaid, the mode and time prescribed exclude all others. And whereas, it is optional with such party to waive said time, and also service of printed copy of said schedule. And whereas, it is competent and proper for this Commission, when it shall "*establish or adopt*" rates of charges as aforesaid, to consult the convenience and preference of such party as to the form and clerical preparation of the schedule it is required to copy and post for inspection and use as aforesaid.

Now, therefore, it is hereby ordered, That in pursuance of said section of said Act, this Commission can and will establish or adopt rates of charges for the transportation of passengers and freight only by schedule; and that in the preparation thereof, in the usual form for convenient use, as aforesaid, the Secretary of the Commission is hereby authorized and directed to avail himself of such form or draft of such schedule as may be most conveniently copied and used by the party to be most affected thereby.

And it is further ordered, That upon the completion of any schedule of rates of charges, so drafted and prepared, as aforesaid, the same shall be submitted to the Commission, and it shall be "established and adopted," as aforesaid. A certified copy of the order adopting the same shall be served by said Secretary upon the party to be affected thereby; and in case such party shall prefer for its own convenience, and to simplify the duties of all concerned, to make its own copies of all such schedules, and shall consent to put the same in operation within twenty days from and after the service of said order, and in accordance therewith, it may do so without further preliminary process or proceeding to enforce the same; *provided*, that said party, or its general manager, shall, within three days from and after the service of said order, acknowledge the service of said schedule by printed copy, expressly waiving all other service or notice thereof, in writing, addressed to said Commission, and to be filed and remain of record in its office.

And it is further ordered, That if such acknowledgment and waiver, as aforesaid, shall not be filed in said office within three days from and after the service of such order, as aforesaid, then, and in that case, said Secretary shall immediately proceed to print such schedule and order, and to serve printed copies thereof on the parties to be affected thereby, and shall keep a record of his action in the minutes of said Commission.

LIST OF RAILROAD INCORPORATIONS

FILED FROM JULY 8, 1891, TO AUGUST 4, 1892.

CARSON AND COLORADO RAILWAY COMPANY.

Length, 425 miles.

Capital stock, \$6,300,000.

Narrow gauge.

Articles filed February 27, 1892.

DIRECTORS.

D. O. Mills	New York.
Edgar Mills	San Francisco.
F. G. Newlands	Reno.
George Whittell	San Francisco.
Horace L. Hill	San Francisco.
Thomas Bell	San Francisco.
J. B. Randol	San Francisco.
H. M. Yerrington	Carson, Nev.
Wm. S. Wood	San Francisco.

TERRACINO AND REDLANDS STREET RAILWAY COMPANY.

Length, 2 miles.

Capital stock, \$25,000.

Articles filed March 5, 1892.

DIRECTORS.

Geo. H. Crafts	Redlands.
Theo. Clark	Redlands.
Geo. B. Ellis	Redlands.
F. E. Hotchkiss	Redlands.
H. H. Sinclair	Redlands.
F. G. Feraud	Redlands.

CALIFORNIA MIDLAND RAILWAY COMPANY.

Length, 333 miles (with branches).

Gauge, standard or narrow.

Capital stock, \$7,000,000.

Articles filed March 5, 1892.

DIRECTORS.

Ludwig M. Hoefler	San Francisco.
Finlay Cook	San Francisco.
Kenneth Williams	San Francisco.
Robert R. Grayson	San Francisco.
Charles E. Ertz	San Francisco.

SAN FRANCISCO AND WEST SHORE RAILWAY COMPANY.

Length, 30 miles.

Gauge (not stated).

Capital stock, \$1,000,000.

Articles filed March 9, 1892.

DIRECTORS.

Henry W. Westphal	San Francisco.
C. O. Swanberg	San Francisco.
Louis F. Dunaud	San Francisco.
J. W. Ellis	San Francisco.
J. O. Jephson	San Francisco.

TOLMAN'S LANDING AND VALLECITOS RAILROAD COMPANY.

Length, 35 miles.
 Gauge (not stated).
 Capital stock, \$2,250,000.
 Articles filed April 15, 1892.

DIRECTORS.

Geo. B. Tolman.....	San Francisco.
Marian Tolman.....	San Francisco.
Robt. Gilbert.....	San Francisco.
H. M. Shaw.....	San Francisco.
Alfred S. Moore.....	San Francisco.

CITY FRONT RAILWAY COMPANY.

Length, 3 miles.
 Gauge, broad and narrow.
 Capital stock, \$100,000.
 Articles filed March 19, 1892.

DIRECTORS.

C. A. Spreckels.....	San Francisco.
B. J. Huffacker.....	San Francisco.
P. L. Wooster.....	San Francisco.
H. C. McPike.....	Oakland.
Rudolph Spreckels.....	San Francisco.

SAN FRANCISCO AND ATLANTIC RAILWAY COMPANY.

Length, 500 miles.
 Gauge, standard.
 Capital stock, \$20,000,000.
 Articles filed June 15, 1892.

DIRECTORS.

Frederick Homer.....	San Francisco.
Lyman C. Parke.....	Oakland.
Green Majors.....	Alameda.
A. Judson.....	San Francisco.
R. T. Harding.....	San Francisco.

SUMMIT SPRINGS AND MOUNT PORTOLA RAILROAD COMPANY.

Length, 25 miles.
 Gauge (not stated).
 Capital stock, \$500,000.
 Articles filed March 10, 1892.

DIRECTORS.

Aurick S. Brackett.....	San Francisco.
Ernst H. Lichan.....	San Francisco.
Amalia F. Lichan.....	San Francisco.
Walter R. Welch.....	Redwood City.
Edw. F. G. Fitzpatrick.....	Redwood City.

SANTA FE AND SANTA MONICA RAILWAY COMPANY.

Length, 5 miles.
 Gauge, standard.
 Capital stock, \$50,000.
 Articles filed April 4, 1892.

DIRECTORS.

A. Manvel.....	Chicago, Ill.
F. T. Perris.....	San Bernardino.
K. H. Wade.....	Los Angeles.
L. Mesmer.....	Los Angeles.
F. B. Henderson.....	Los Angeles.
F. H. Pattee.....	Los Angeles.
G. Holterhoff, Jr.....	Los Angeles.

SAN FRANCISCO AND SAN JOAQUIN VALLEY RAILROAD COMPANY.

Length, 380 miles.

Gauge (not stated).

Capital stock, \$15,000,000.

Articles filed April 4, 1892.

DIRECTORS.

I. R. Wilbur	San Francisco.
L. L. Baker	San Francisco.
Timothy Paige	San Francisco.
L. F. Monteagle	San Francisco.
Frank Cordé	San Francisco.

SAN JOSÉ AND SAN FRANCISCO TRANSPORTATION COMPANY.

Length, 12 miles.

Gauge, standard.

Capital stock, \$500,000.

Articles filed April 8, 1892.

DIRECTORS.

William R. A. Johnson	San Francisco.
Joseph H. Rucker	San José.
Mitchell Phillips	San José.
Valentine Koch	San José.
James Dietrick	San José.

VENTURA AND OJAI VALLEY RAILWAY COMPANY.

Length, 18 miles.

Gauge (not stated).

Capital stock (not stated).

Articles filed April 23, 1892.

DIRECTORS.

W. S. Chaffee	San Buenaventura.
Richard Robinson	San Buenaventura.
Joseph Hobart	Ojai Valley.
E. P. Foster	San Buenaventura.
K. P. Grant	Ojai Valley.
E. S. Hall	San Buenaventura.
J. K. Gries	Ojai Valley.
G. W. Chrisman	San Buenaventura.
W. H. Wilde	San Buenaventura.
A. D. Barnard	San Buenaventura.
A. Bernheim	San Buenaventura.

SAN FRANCISCO AND GREAT SALT LAKE RAILROAD COMPANY.

Length, 100 miles.

Gauge, standard or narrow.

Capital stock, \$2,000,000.

Articles filed May 23, 1892.

DIRECTORS.

Alvinza Hayward	San Mateo.
Daniel Meyer	San Francisco.
William Babcock	San Rafael.
E. L. G. Steele	Oakland.
E. F. Preston	San Francisco.

SOUTHERN CALIFORNIA RAILWAY COMPANY. A consolidation of the Santa Fe and Santa Monica Railway Company, San Bernardino and Eastern Railway Company, and Southern California Railway Company.

Length, 566 miles.

Gauge, standard or narrow.

Capital stock, \$17,360,000.

Articles filed June 27, 1892.

DIRECTORS.

George C. Magoun.....	New York.
A. Manvel.....	Chicago.
John J. McCook.....	New York.
K. H. Wade.....	Los Angeles.
Bryant Howard.....	San Diego.
D. Freeman.....	Los Angeles.
R. Egan.....	Los Angeles.
L. C. Waite.....	Riverside.
H. W. Hellman.....	Los Angeles.
H. L. Drew.....	San Bernardino.
J. N. Victor.....	San Bernardino.

THE SAN FRANCISCO AND DENVER RAILWAY COMPANY.

Length, 300 miles.

Gauge, standard.

Capital stock, \$12,000,000.

Articles filed August 2, 1892.

DIRECTORS.

Thos. R. Hayes.....	San Francisco.
Daniel E. Hayes.....	San Francisco.
James Joyes.....	San Francisco.
Chas. R. Alberger.....	San Francisco.
Wm. C. Alberger.....	San Francisco.

SAN LUIS AND SAN JOAQUIN RAILROAD COMPANY.

Length, 10 miles.

Gauge (not stated).

Capital stock, \$100,000.

Articles filed July 20, 1892.

DIRECTORS.

L. C. Branch.....	San Francisco.
Myron Angel.....	San Luis Obispo.
Louis F. Gilmore.....	San Francisco.
J. J. Scrivner.....	San Francisco.
Geo. W. Schell.....	San Francisco.

LONG BEACH AND ALAMITOS BAY RAILWAY COMPANY. A consolidation of the Los Angeles and Ocean Railway Company, and Long Beach and Alamitos Bay Railway Company.

Length, 22 miles.

Gauge, standard.

Capital stock, \$100,000.

Articles filed September 8, 1891.

DIRECTORS.

E. Bouton.....	Los Angeles.
S. O. Houghton.....	Los Angeles.
T. B. Burnett.....	Los Angeles.
E. P. Johnson.....	Los Angeles.
James Campbell.....	Los Angeles.
A. W. Barrett.....	Los Angeles.
H. L. Bissell.....	Los Angeles.

TWENTY-THIRD AVENUE, PIEDMONT, AND ALAMEDA RAILWAY COMPANY (a street railroad).

Length, $1\frac{1}{2}$ miles.

Gauge (not stated).

Capital stock, \$100,000.

Articles filed September 15, 1891.

DIRECTORS.

T. D. Hoskins	San José.
H. J. Ross	Santa Rosa.
A. E. Shattuck	San Francisco.
F. H. Ross	San José.
W. S. Baggett	Contra Costa County.

SAN BERNARDINO STREET RAILWAY COMPANY.

Length (not stated).

Gauge (not stated).

Capital stock, \$10,000.

Articles filed October 24, 1891.

DIRECTORS.

Henry M. Willis	San Bernardino.
S. R. Brunn	San Bernardino.
James Fleming	San Bernardino.
William A. Harris	San Bernardino.
W. S. Hooper	San Bernardino.

SAN DIEGO ELECTRIC RAILWAY COMPANY.

Length, 20 miles.

Gauge (not stated).

Capital stock, \$250,000.

Articles filed November 9, 1891.

DIRECTORS.

J. D. Spreckels	San Francisco.
A. B. Spreckels	San Francisco.
E. S. Babcock	Coronado.
Charles T. Hinde	Coronado.
Joseph A. Flint	San Diego.

FRESNO ELECTRIC RAILWAY COMPANY.

Length, 10 miles.

Gauge (not stated).

Capital stock, \$1,000,000.

Articles filed December 7, 1891.

DIRECTORS.

Marcus Pollasky	Fresno.
J. R. White	Fresno.
F. G. Berry	Fresno.
Benj. R. Woodworth	Fresno.
W. F. Chandler	Fresno.

SAN FRANCISCO AND EASTERN RAILROAD COMPANY.

Length, 100 miles.

Gauge (not stated).

Capital stock, \$14,400,000.

Articles filed December 7, 1891.

DIRECTORS.

C. W. McAfee	San Francisco.
W. W. Belvin	San Francisco.
H. J. Brady	San Francisco.
J. R. Howell	San Francisco.
C. L. Weller	San Francisco.

STOCKTON ELECTRIC RAILROAD COMPANY (a street railroad).

Length (not stated).

Gauge (not stated).

Capital stock, \$500,000.

Articles filed December 31, 1891.

DIRECTORS.

I. S. Bostwick.....	Stockton.
Joseph Fyfe.....	Stockton.
E. R. Hedges.....	Stockton.
H. J. Corcoran.....	Stockton.
S. D. Woods.....	Stockton.

PASO ROBLES AND CAYUCOS RAILROAD COMPANY.

Length, 30 miles.

Gauge (not stated).

Capital stock, \$700,000.

Articles filed February 20, 1892.

DIRECTORS.

Geo. R. Adams.....	Paso Robles.
H. Eppinger.....	Paso Robles.
M. M. O'Shaughnessy.....	San Francisco.
E. A. Stowell.....	Paso Robles.
O. C. Bryant.....	Paso Robles.
J. N. E. Wilson.....	San Francisco.
J. W. Watson.....	San Francisco.
A. F. Jack.....	San Luis Obispo County.
A. M. Hardie.....	Cayucos.

SAN FRANCISCO AND SANTA CLARA VALLEY RAILWAY COMPANY.

Length, 80 miles.

Gauge, standard.

Capital stock, \$1,600,000.

Articles filed August 4, 1892.

DIRECTORS.

C. P. Howes.....	San Francisco.
P. J. Dunne.....	San Francisco.
Wm. R. A. Johnson.....	San Francisco.
Wm. P. Henley.....	San Francisco.
James Deitrick.....	San Francisco.

PROCEEDINGS OF THE BOARD.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, January 11, 1892. }

Commissioner Beckman offered the following resolution:

Resolved, That each Commissioner make a personal inspection of his district—go over the different railroads, examine the same, listen to any complaints there may be at the different places they may stop, and report back to the Board as early as convenient.

The Chairman directed the Secretary to call the roll upon the above resolution, with the following result: Ayes—Commissioners Beckman and Litchfield. No—Commissioner Rea.

Resolved, That the Secretary of this Commission be and he is hereby instructed to request all railroad companies doing business in this State to furnish this Board with a copy of every tariff, both freight and passenger, now in effect on their several roads, and in future to file with this Board a copy of any tariff before the same is put into effect.

On motion of Commissioner Litchfield the foregoing resolution was adopted.

The following letter was addressed to each railroad company doing business in this State, in compliance with the above resolution:

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, January 12, 1892. }

DEAR SIR: You will furnish this Commission, at your earliest convenience, with a copy of every tariff, both passenger and freight, in use on your road on the date of the receipt of this request. This is done so that the Commission can approve all existing tariffs.

In future you will please furnish this office with a copy of any tariff before the same is put into effect, so that the same may be approved by this Board.

Yours respectfully,

JAS. V. KELLY,
Secretary.

CONSUMERS' ICE COMPANY vs. THE SOUTHERN PACIFIC COMPANY.

In the case of the Consumers' Ice Company vs. The Southern Pacific Company, complaining of the high freight rates on ice from San Francisco to all points on the line of the Southern Pacific Company, the complaint and answer was duly published in the Commissioners' Twelfth Annual Report, to which special reference is made for a full understanding and report therein.

TRIAL OF CAUSE.

Before the State Board of Railroad Commissioners, January 18, 1892.

This being the time set for the hearing of the complaint of the Consumers' Ice Company vs. The Southern Pacific Company, Commissioner Litchfield moved that all other business be dispensed with. Carried.

Mr. R. G. Sneath, President of the Consumers' Ice Company, appeared for plaintiff, and Judge J. C. Martin for the defendant.

Mr. Sneath opened the case by reading the complaint, and filing with the Board facts and figures, and other data, offered by him as evidence.

Mr. W. G. Curtis was sworn in behalf of the defendant.

Judge Martin, in behalf of defendant, asked for copies of papers offered in evidence by the complainants, and other data appended thereto, with permission to furnish data in rebuttal, to be submitted to the Commission for consideration before the case was decided. Granted.

STATEMENT OF FACTS IN SUPPORT OF PLAINTIFF'S CAUSE.

To the State Board of Railroad Commissioners of California:

GENTLEMEN: As President of the Consumers' Ice Company, of this city, I desire to offer you the following evidence and facts to sustain the application of that company to your honorable body, of September 2, 1891, for lower transportation rates on ice, on the railroads of the Southern Pacific Company in California.

In order to arrive at what might be considered a just rate, I will compare the present rates on ice in California with those prevailing in the Eastern States, for carload lots, and I have appended hereto Circular No. 1058, of March 14, 1891, together with amendments to May 11, 1891, of the "Central Traffic Association," of Chicago, Illinois, a combination of railroad companies that control the ice business along the great lakes of the North, and their rates are presumed to be "all the traffic will bear."

From this list of more than two thousand ratings, I will select the following as a fair example of the whole, and take therefrom one twelfth for shrinkage, which is the rule:

	Miles.	Per Ton.
Toledo, Ohio, to Columbus, Ohio	124	\$0 90
Toledo, Ohio, to Carey, Ohio	50	60
Toledo, Ohio, to Delaware, Ohio	100	90
Toledo, Ohio, to Lancaster, Ohio	156	1 20
Cleveland, Ohio, to Indianapolis	283	1 25
Cleveland, Ohio, to Columbus	138	90
Cleveland, Ohio, to Delaware	114	90
Cleveland, Ohio, to Springfield	163	90
Cleveland, Ohio, to Cincinnati	245	1 25
Toledo, Ohio, to Cincinnati	203	1 25
Saginaw, Michigan, to Cincinnati	350	2 00
Chicago to Cincinnati	305	1 75
Chicago to Charleston, W. Va.	500	3 00
Chicago to Louisville, Ky.	310	2 00
Chicago to Cleveland	400	2 00
Chicago to Pittsburg	550	2 50
Sandusky to East St. Louis	525	2 25
Saginaw to East St. Louis	600	3 25
	5,116	\$28 80
Less 8¼ per cent for shrinkage		2 40
		\$26 40

Being a distance of five thousand one hundred and sixteen (5,116) miles for twenty-six dollars and forty cents (\$26 40), or a trifle more than one half cent ($\frac{51}{100}$) per ton per mile.

Now, in contrast with the above, I have appended a schedule of rates from this city to over one hundred and thirty points on the roads of the Southern Pacific Company, as given by their officers, of which I have selected the following as a fair example, and on which no shrinkage is allowed:

	Miles.	Per Ton.
San Francisco to Sacramento.....	90	\$4 00
San Francisco to Suisun.....	50	1 70
San Francisco to Woodland.....	86	4 00
San Francisco to Yolo.....	91	4 70
San Francisco to Davis.....	77	4 00
San Francisco to Willows.....	151	6 70
San Francisco to Colusa Junction.....	130	6 50
San Francisco to Los Baños.....	130	7 77
San Francisco to Berenda.....	177	10 20
San Francisco to Merced.....	151	7 70
San Francisco to Fresno.....	206	12 80
San Francisco to Tulare.....	251	16 20
San Francisco to Bakersfield.....	314	20 20
San Francisco to Porterville.....	276	19 00
San Francisco to Hanford.....	254	16 80
San Francisco to Placerville.....	150	10 40
San Francisco to Oroville.....	149	5 87
Totals.....	2,733	\$158 54

Being one hundred and fifty-eight dollars and fifty-four cents (\$158 54) per ton for a distance of two thousand seven hundred and thirty-three (2,733) miles, or \$5 80 per ton per mile, or more than ten times as much as the Eastern combination rates.

Then, again, you will find a gross discrimination as between shipments from this city as compared with other points that seem to be especially favored at the expense of this city, and which is shown by the following:

	Miles.	Per Ton.	Rate per Ton per Mile, in Cents.
Truckee River to Fresno.....	298	\$4 00	1 ³⁴ / ₁₀₀
San Francisco to Fresno.....	206	12 80	6 ²⁰ / ₁₀₀
San Francisco to Bakersfield.....	314	20 20	6 ⁴³ / ₁₀₀
Truckee to Bakersfield.....	350	5 00	1 ³² / ₁₀₀

This most remarkable discrimination extends over a large portion of the State, and is entirely prohibitory, so far as this city is concerned, in supplying ice.

The railroads from this city to the San Joaquin and Sacramento Valley towns run through almost a level country, while empty cars are constantly going there to be loaded with the produce of the country for shipment to this city. Just the reverse is the case from Truckee River. The heaviest mountain grade of the State has to be overcome, and empty cars must be sent to Truckee from here to transport the ice from there to the markets of this State. Yet we are charged on our level roads nearly five times as much per mile as they.

The average operative expenses of all the railroads in the United States for 1890, as reported in "Poor's Manual," was 68.54 per cent on the gross earnings; while the cost to the Southern Pacific Company was only 63.5 per cent, per their annual report.

The average gross earnings per mile of all the United States roads, in 1890, was \$6,946, while those of the Southern Pacific were \$8,085 57 per mile, notwithstanding the fact that many of their branch roads are unproductive.

The average rate of all classes of freight, on all of the roads of the United States, for 1890, was .93 of one cent per mile.

The average on coal per mile, in the Eastern States, to the seacoast, is one third of a cent per mile; in the Southern States, about one half of a cent per ton per mile. (See Hunt's Financial Chronicle of December 26, 1891.) You are no doubt aware of the fact that grain is moved from the Western States to the Eastern coast for much less than one half of a cent per mile per ton.

The Philadelphia and Erie road, 287 miles' long, over a mountainous country, received only .47 of a cent per ton gross for all of the freight moved over their road for 1890.

The Southern Pacific Company charge themselves for their own freight .534 of a cent, or a fraction over a half a cent, per ton per mile, while the Interstate Commerce Commissioners declare, in their published report to June, 1890, that the actual cost to them is .4 of a cent per mile.

From this data it is reasonable to assume that the average freight charged on heavy goods, such as ice, coal, etc., in the United States, is not over one half of a cent per ton per mile.

The next question is: Can freight be transported in California as cheaply as elsewhere?

The freedom from frost, freshets, cyclones, and low cost of roads is largely favorable, while the cost of fuel and wages is higher.

The total gross earnings of the Southern Pacific Company (Pacific Division) for 1890, was \$34,865,262; cost of fuel, with coal at \$6 55 per ton (wood converted to coal), \$3,401,248 62; wages, \$11,902,382 17; total, \$15,303,630 79, or about 44 per cent of gross receipts for fuel and wages.

Now, this coal cost perhaps twice as much as in the East, and \$1,700,000 would no doubt cover that, while wages might be estimated at 25 per cent higher than cost, or an allowance of \$3,825,900, which, with the allowance for coal, makes \$5,525,900, or about 16 per cent on the gross receipts.

Now, if you will take the Eastern rate, one half of a cent per ton, and add the 16 per cent as an extra allowance for fuel and wages, you will arrive at about what the rates should be here, which is .58 of a cent per ton per mile, or about one tenth of present charges.

The Southern Pacific Company report their returns on local freight within the State at 2.76 cents per mile, or about three times as much as the United States average (.93 of a cent). But on looking over their schedules of rates for the very lowest rates given for grain and heavy goods, we find very little that is transported as low as 2.76 cents. Take coal, say, to San José, 50 miles, at \$1 50 per ton, is equal to 3 cents per ton per mile, or more than six times as much as the Eastern rate; or take grain from Hollister, 100 miles, \$3, which is the same as to San José.

Now, if their lowest rates on heavy goods like ice, coal, grain, etc., are six to ten times higher than the Eastern rates, or nearly twice as high as they claim their general rate to be, what would the true average be when their schedules show the higher class freight to be several times higher than the lowest?

We presume that you have judicial notice of the fact that the Southern Pacific Company has a monopoly of nearly all the railroad transportation in this State, and that the Truckee River ice companies have had almost a complete monopoly of the ice business of this State until the formation of the Consumers' Ice Company of this city, while they have now a monopoly throughout a large portion of the State, through unjust discrimination in their favor by the Southern Pacific Company, and to which hundreds of our people can attest.

The Consumers' Ice Company have had a large demand for ice from various portions of the State that could not be filled on account of the discrimination against them. They have expended large sums of money in the erection of a plant capable of supplying the whole of this city and much of the surrounding country with ice; but they are so handicapped by discriminating railroad rates as to be confined in their operations to the city and neighboring towns that are accessible by water.

I have confined most of this inquiry to transportation charges on heavy or low-class freight here and elsewhere, that comparisons might be fairly made, and the proof seems to show conclusively that one half of a cent per ton per mile is considered in the Eastern States a full, round paying rate, and that 16 per cent additional to cover extra cost of fuel and wages is quite sufficient to enable the Southern Pacific Company to earn a very respectable rate of interest on their investment, and more than the average railroad in the East.

We are willing, however, to pay them for transportation nearly double the Eastern rate for the present, rather than take the chances of obstructing their operations, and shall therefore ask at your hands that the rate on ice, carload lots, shippers loading and unloading, shall be fixed at one cent per ton per mile, and such provisions for shrinkage as are now or may be allowed to the Truckee River companies.

R. G. SNEATH,
President Consumers' Ice Company.

SAN FRANCISCO, January 18, 1892.

LETTER OF C. F. SMURR, SUBMITTING COMPARATIVE RATES ON ICE.

OFFICE GENERAL FREIGHT AGENT (PACIFIC SYSTEM), 1
SAN FRANCISCO, January 22, 1892.

Mr. JAS. V. KELLY, *Secretary State Board of Railroad Commissioners, "Chronicle" Building, San Francisco:*

DEAR SIR: Referring to advice given by Hon. J. C. Martin, counsel for this company, in case of R. G. Sneath vs. Southern Pacific Company, find herewith statement giving a comparison of defendant's ice rates from San Francisco, with those prevailing from Portland, Or., Tacoma, Wash., and Denver, Col., via other roads set forth.

Yours truly,

C. F. SMURR,
General Freight Agent S. P. Co.

Filed in office this twenty-second day of January, 1892.

JAS. V. KELLY,
Secretary.

STATEMENT OF FACTS SUBMITTED ON THE PART OF THE DEFENDANT.

R. G. SNEATH

VS.

SOUTHERN PACIFIC COMPANY.

JANUARY 19, 1892.

Ice Rates from San Francisco.

The following statements are prepared from standard tariffs of the Northern Pacific Railroad, from Tacoma; Union Pacific Railroad, from Portland, Oregon, and Union Pacific Railroad from Denver roads, the natural conditions of which more closely resemble those surrounding operation of the Southern Pacific Company's roads in California than do the comparisons based on roads radiating from the Great Lakes, as presented in evidence by complainant although the roads presented in comparison in statements below possess greater advantages in matter of cheap iron, fuel, cheap timber, cheap labor, etc., than does the defendant:

	Miles.	Rate per Ton, in Cents.	Rate for like Distance from San Francisco, in Cents.
From Portland to—			
Clarmie, Or.	10	100	115
Troutdale, Or.	18	100	140
Bridal Veil, Or.	28	120	140
Warrendale, Or.	38	120	180
Wyeth, Or.	52	140	220
Haines Spur, Or.	63	160	220
Mosier, Or.	72	180	240
Dalles, Or.	88	220	300
Celilo, Or.	100	260	430
Grants, Or.	111	280	500
John Days, Or.	118	280	550
Aninnis, Or.	127	300	640
Arlington, Or.	142	340	640
Willows Junction, Or.	152	400	640
Castle Rock, Or.	162	400	640
Coyote, Or.	170	400	640
Stokes, Or.	180	420	640
Umatilla Junction, Or.	187	420	640
Fosters, Or.	202	460	690
Yoakum, Or.	215	520	740
Barnhart, Or.	223	520	740
Pendleton, Or.	231	520	740
Mikecha, Or.	252	580	740
North Fork, Or.	262	580	740
Laka, Or.	272	620	740
Meacham, Or.	280	640	740
Hilgard, Or.	298	680	740
La Grande, Or.	305	700	740
Union, Or.	318	720	740
North Powder, Or.	337	720	740
Baker City, Or.	357	720	740
Unity, Or.	377	720	740
Weatherby, Or.	392	720	740
From Tacoma to—			
Meeker, Wash.	10	60	115
Orting, Wash.	18	80	140
Puyallup R., Wash.	26	80	140
Enumelaw, Wash.	34	140	140
Durham, Wash.	46	200	200
Hot Springs, Wash.	63	220	220
Weston, Wash.	70	220	240
Martin, Wash.	80	240	240
Easton, Wash.	88	260	300
Nelsons, Wash.	95	280	360
Teanaway, Wash.	106	300	480
Thorp, Wash.	117	320	550
Ellensburg, Wash.	126	320	640
Umtanum, Wash.	138	320	640
Selah, Wash.	156	340	640
North Yakima, Wash.	162	360	640
Toppenish, Wash.	182	380	640
Mabton, Wash.	200	400	690
Prosser, Wash.	212	420	740

	Miles.	Rate per Ton, in Cents.	Rate for like Distance from San Francisco, in Cents.
Kiona, Wash.....	229	440	740
Badger, Wash.....	236	460	740
Kennewick, Wash.....	250	480	740
From Denver to—			
Fort Logan, Col.....	9	60	100
Wheatland, Col.....	17	140	140
Stevens Gulch, Col.....	26	180	140
Dawsons, Col.....	34	220	140
Thompsons, Col.....	46	300	200
Meadows, Col.....	62	340	220
Webster, Col.....	69	400	240
Jefferson, Col.....	81	440	240
Como, Col.....	88	440	300
Half Way, Col.....	94	520	340
Washington Springs, Col.....	106	660	480
Dickey, Col.....	116	700	550
Wheeler, Col.....	126	700	640
Climax, Col.....	137	700	640
Romley, Col.....	156	700	640
Alpine Tunnel, Col.....	162	700	640
Ohio City, Col.....	181	740	640
Gunnison, Col.....	202	1800	690
Trachout, Col.....	210	1080	740

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

C. F. Smurr, being duly sworn, says he is the General Freight Agent of the Southern Pacific Company; that he has examined the above tabulated statements of the rates of the various railroad companies mentioned herein; that on such examination he finds said rates correct, as set down.

C. F. SMURR.

Subscribed and sworn to before me, this twenty-second day of January, 1892.

E. B. RYAN,
Notary Public.

Filed in office of the Board of Railroad Commissioners, this twenty-fifth day of January, 1892.

JAS. V. KELLY,
Secretary.

MOTIONS.

Before the Board of Railroad Commissioners, January 25, 1892.

Commissioner Litchfield made a motion that the Board readjust the ice rates, making San Francisco a shipping point, so that there shall be no discrimination, and make the rates at least as low from San Francisco as from Truckee. Carried.

Commissioner Beckman moved that Commissioner Litchfield be authorized to make a schedule of ice rates, as per above, and submit the same to the Board for its approval. So ordered.

ICE SCHEDULE ADOPTED BY THE BOARD.

Before the Board of Railroad Commissioners, February 8, 1892.

Commissioner Litchfield presented his schedule on ice rates, as per resolution of this Board, adopted January 25, 1892, and moved that the same be adopted, to take effect March 15, 1892. The same was adopted by a unanimous vote.

ICE SCHEDULE, AS PREPARED BY COMMISSIONER LITCHFIELD.

Rates on Ice, in Carloads, in Dollars and Cents per 2,000 Pounds.

From San Francisco To—	Miles.	Rate per 2,000 lbs.
Oakland Wharf	4	\$0 55
Oakland, 16th Street	6	90
Emery	8	1 00
Shell Mound	8	1 00
Stock Yards	9	1 00
Standard Soap Co.	10	1 15
West Berkeley	10	1 20
Highland	12	1 35
Noble	12	1 40
Point Isabel	13	1 40
Stege	14	1 40
Barrett	16	1 40
San Pablo	18	1 40
Flint	20	1 40
Sobranste	21	1 40
Pinole	24	1 40
Hercules	25	1 40
Tormey	27	1 40
California Redwood Co. Switch	27	1 40
Tunnel Spur	28	1 40
Selby	29	1 40
Vallejo Junction	29	1 40
Crockett	30	1 40
Eckley	31	1 40
Grangers Siding	31	1 40
Port Costa	32	1 40
Nevada Dock	33	1 40
Martinez	36	1 40
Avon	39	1 80
Concord	44	2 00
Hookston	46	2 40
Walnut Creek	49	2 60
Hemmes	54	2 80
Danville	56	2 90
San Ramon	59	3 35
Bay Point	42	2 00
McAvoy	46	2 00
Cornwall	50	2 20
Los Medanos	52	2 20
Antioch	55	2 20
Brentwood	62	2 20
Byron	68	2 40
Bethany	77	2 40
West Oakland	6	85
Oakland, Market Street	7	1 00
Mastic	9	1 35
Alameda Transfer	10	1 40
Bay Street	11	1 40
Alameda	11	1 40
East Oakland	9	1 00
Pottery Switch	10	1 15
Fruitvale	11	1 20
Melrose	12	1 35
Seminary Park	12	1 40
Kohler	13	1 40
Elmhurst	14	1 40
San Leandro	16	1 40
Lorenzo	18	1 40
Haywards	21	1 60
Decoto	27	1 60
Niles	30	1 60

ICE SCHEDULE—Continued.

From San Francisco To—	Miles.	Rates per 2,000 lbs.
Irvington.....	34	\$1 60
Warm Springs.....	37	1 60
Milpitas.....	42	1 80
Wayne.....	44	2 00
Ruric.....	47	2 20
San José.....	48	2 20
Farwells Spur.....	33	1 80
Sunol.....	37	1 80
Pleasanton.....	42	2 00
Livermore.....	48	2 20
Altamont.....	56	2 20
Midway.....	64	2 20
Ellis.....	70	2 40
Tracy.....	72	2 40
Banta.....	75	2 40
San Joaquin Bridge.....	79	2 40
Lathrop.....	83	2 40
French Camp.....	87	2 40
Stockton.....	92	2 40
Yarmouth.....	77	3 00
Vernalis.....	82	3 25
Westly.....	90	3 90
Emerald.....	97	4 50
Crows Landing.....	102	4 90
Newman.....	109	5 00
Gustine.....	103	5 00
Linora.....	116	5 00
Ingomar.....	119	5 00
Volta.....	125	5 00
Los Baños.....	130	5 00
Firebaughs.....	138	5 00
Mendota.....	164	5 00
Whites Bridge.....	167	5 00
Jamesan.....	174	5 00
Collis.....	182	5 00
McMullin.....	189	5 00
Ormus.....	194	5 00
Caruthers.....	200	5 00
Cando.....	206	5 00
Lillis.....	210	5 00
Hardwick.....	212	5 00
Charleston.....	98	3 30
Walthall.....	101	3 50
Peters Junction.....	107	3 50
Waverly.....	114	3 50
Milton.....	122	3 50
Farmington.....	111	3 60
Trigo.....	115	3 60
Clyde.....	117	3 60
Burnett.....	119	3 60
.....	124	3 60
Oakdale.....	126	3 60
Claribel.....	130	4 00
Waterford.....	136	4 00
Arundel.....	153	4 00
Amsterdam.....	151	4 00
Castle.....	98	2 60
Forest Lake.....	111	2 80
Galt.....	113	2 80
Conley.....	118	3 60
Cicero.....		3 80
Carbondale.....		4 00
Jones.....		4 00

ICE SCHEDULE—Continued.

From San Francisco To—	Miles.	Rates per 2,000 lbs.
Arno.....		\$2 80
Brighton.....		3 00
Homestead.....		3 00
Sacramento.....		3 00
American River Bridge.....		3 00
Antelope.....		3 00
Roseville Junction.....		3 00
Whitneys.....		3 80
Lincoln.....		4 00
Wheatland.....		4 00
Reed.....		4 00
Marysville.....		4 00
Ramirez.....		5 00
Coombs.....		5 00
Cox Lane.....		5 00
Palermo.....		5 00
Oroville.....		5 00
Bergs.....		4 00
Gridley.....		4 00
Biggs.....		4 00
Durham.....		4 00
Chico.....		4 00
Pond.....		4 00
Nord.....		4 00
Anita.....		4 00
Copeland.....		4 00
Tehama.....		4 00
Red Bluff.....		4 00
Hooker.....		5 00
Buckeye.....		5 00
Anderson.....		5 00
Redding.....		5 00
Middle Creek.....		5 40
Center Mine Spur.....		6 10
Copley.....		6 40
Kennett.....		6 50
Delta.....		6 50
Sims.....		6 50
Dunsmuir.....		6 50
Mott.....		6 50
Simpson.....		6 50
Edgewood.....		6 50
Montague.....		6 50
Snowden.....		7 30
Ager.....		7 90
Klamathon.....		8 30
Zuleka.....		8 70
Coles.....		9 10
Benicia.....		1 50
Army Point.....		1 70
Goodyear.....		1 70
Teal.....		1 70
Suisun.....		1 70
Vanden.....		2 20
Cannon.....		2 20
Elmira.....		2 75
Batavia.....		3 00
Dixon.....		3 00
Briggs.....		3 00
Websters.....		3 00
Washington.....		3 00
Merritt.....		3 70
Mullen.....		4 00
Woodland.....		4 00
Knights Landing.....		4 00

ICE SCHEDULE—Continued.

From San Francisco To—	Miles.	Rates per 2,000 lbs.
Marengo		\$4 00
Yuba City		4 00
Marysville (E Street)		4 00
Yolo		4 00
Arbuckle		4 00
Williams		4 00
Colusa City		4 00
Maxwell		4 00
Willows		4 00
Kurand		4 85
Halconera		5 00
Millsholm		5 20
Athena		5 60
Fruto		5 80
Symon		4 00
Orland		4 00
Corning		4 00
Finnell		4 00
Cordelia		1 70
Napa Junction		1 70
North Vallejo		1 70
Napa		1 70
Oak Knoll		1 70
Yountville		2 00
Oakville		2 45
Rutherford		2 65
Bello		2 95
Vineland		2 95
St. Helena		
Krug		3 00
Bale		3 25
Lark Mead		3 40
Calistoga		3 70
Vacaville		3 20
Violet		3 40
Hartley		3 60
Allendale		3 80
Wolfskill		3 80
Winters		3 80
Ely		3 80
Citrona		4 20
Madison		4 40
Capay		4 60
Cadamassa		4 80
Tancred		5 00
Surrey		5 20
Sauterne		5 20
Cashmere		5 40
Rumsey		5 40
Santa Rosa		1 40
Morano		3 00
Ripon		3 40
Salida		3 60
Modesto		4 00
Ceres		4 00
Keyes		4 00
Turlock		4 00
Delhi		4 00
Livingston		4 00
Arena		4 00
Atwater		4 00
Merced		4 00
Berenda		4 00
Madera		4 00

ICE SCHEDULE—Continued.

From San Francisco To—	Miles.	Rates per 2,000 lbs.
Fresno.....		\$4 00
Talbot.....		4 85
Daulton.....		5 00
Raymond.....		5 00
Butler.....		4 60
Mineola.....		5 00
Sanger Junction.....		5 00
Kaweah.....		5 00
Porterville.....		5 00
Jasmine.....		5 00
Malaga.....		4 50
Fowler.....		5 00
Kingsbury.....		5 00
Goshen.....		5 00
Hanford.....		5 00
Himlen.....		5 00
Lethent.....		5 00
Huron.....		5 00
Dathol.....		5 00
Coalinga.....		5 00
Alcalde.....		5 00
Tulare.....		5 00
Pixley.....		5 00
Delano.....		5 00
Bakersfield.....		5 00
Tehachapi.....		5 00
Saugus.....		5 00
Los Angeles.....		5 00
Santa Paula.....		5 00
San Buenaventura.....		5 00
Santa Barbara.....		5 00
Hopevale.....		5 70
Goleta.....		5 80
La Petera.....		5 80
Elwood.....		5 90
Vernandale.....		5 50
Dodsworth.....		5 80
Symwood.....		6 00
Thenard.....		6 00
Long Beach.....		6 00
Wilmington.....		6 00
San Pedro.....		6 00
Nadeau.....		6 00
Studebaker.....		6 00
Fulton.....		6 00
Los Nietos.....		6 00
Whittier.....		6 00
Norwalk.....		6 00
Tustin.....		6 00
Santa Ana.....		6 00
Winthrop.....		5 60
Cienega.....		5 80
Ivy.....		6 00
Soldiers Home.....		6 00
Santa Monica.....		6 00
Aurant.....		5 30
Shorb.....		5 95
Alhambra.....		6 00
San Gabriel.....		6 00
East Gabriel.....		6 10
Savana.....		6 15
Monte.....		6 20
Puente.....		6 45
Lemon.....		6 50
Ontario.....		6 50
Chino.....		6 50
Banning.....		6 50
Cabazon.....		7 40
Whitewater.....		8 10

ICE SCHEDULE—Continued.

From San Francisco To—	Miles.	Rates per 2,000 lbs.
Seven Palms.....		\$9 10
Dry Camp.....		9 70
Indio.....		9 70
Woods Spur.....		10 05
Watters.....		10 05
Mortmere.....		10 50
Salton.....		10 50
Frink.....		10 80
Volcano Springs.....		11 00
Flowing Well.....		11 25
Tortuga.....		11 49
Mammoth Tank.....		11 80
Glamis.....		12 15
Ogilby.....		12 35
Pilot Knob.....		12 50
El Rio.....		12 60
Colorado River.....		12 70
Ocean View.....		1 00
San Bruno.....		1 00
San Mateo.....		1 00
Redwood.....		1 00
Fair Oaks.....		1 40
Menlo Park.....		1 40
Palo Alto.....		1 40
Mayfield.....		1 40
Castros.....		1 50
Mountain View.....		1 50
Santa Clara.....		1 50
San José.....		1 50
Newbys.....		1 60
Petersons.....		1 60
Dreeschmeyers.....		1 80
Hillsdale.....		1 80
Alamitos.....		2 00
Almaden.....		2 00
Eden Vale.....		2 40
Perrys.....		2 60
Tennants.....		3 00
Gilroy.....		3 00
Carmadero.....		3 40
Hollister.....		3 40
Tres Pinos.....		3 80
Millers.....		3 20
Sargents.....		3 20
Chittendens.....		3 40
Pajaro.....		3 40
Watsonville.....		3 60
Laguna.....		3 80
Aptos.....		3 80
Loma Prieta.....		3 80
Monte Vista.....		4 20
Soquel.....		3 80
Santa Cruz.....		2 75
Castroville.....		3 80
Morocojo.....		4 00
Neponset.....		4 00
Monterey.....		4 00
Pacific Grove.....		4 40
Lake Majella.....		4 60
Corpus.....		4 00
Salinas.....		4 00
Spences.....		4 60
Gonzales.....		5 00

ICE SCHEDULE—Continued.

From San Francisco To—	Miles.	Rates per 2,000 lbs.
Vicente		\$5 20
Soledad		5 20
Dond		6 00
King City		6 00
San Miguel		6 00
Paso Robles		6 00
Templeton		6 00
Santa Margarita		6 00

Filed in office of the Board of Railroad Commissioners, this eighth day of February,
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JAS. V. KELLY,
Secretary.

OBJECTIONS TO COMMISSIONERS' ICE SCHEDULE, ON THE PART OF THE PLAINTIFF.

*Analysis of the Rates on Ice in Various Sections, as Provided for in the Schedule just Adopted
by the Board of Railroad Commissioners.*

From San Francisco To—	Miles.	Cents per ton per Mile.
Avon and intermediate points	39	6.30
San Ramon and intermediate points	59	5.20
Bethany and intermediate points	77	3.85
Oakland and intermediate points	7	14.00
Alameda and intermediate points	11	13.50
Niles and intermediate points	30	8.55
San José and intermediate points	48	4.50
Stockton and intermediate points	92	3.46
Harwick and intermediate points	212	3.27
Amsterdam and intermediate points	151	3.00
Galt* and intermediate points	113	2.20
Ione and intermediate points	140	3.00
Sacramento and intermediate points	90	3.00
Marysville and intermediate points	142	3.00
Oroville and intermediate points	149	3.60
Montague* and intermediate points	377	2.07
Coles* and intermediate points	404	2.09
Knights Landing and intermediate points	95	4.30
Fruto and intermediate points	168	3.24
Finnell and intermediate points	185	2.26
St. Helena and intermediate points	64	4.09
Calistoga and intermediate points	73	4.90
Rumsey and intermediate points	111	4.98
Santa Rosa* and intermediate points	75	1.86
Huron*	281	2.33
Alcalde*	302	1.69
Long Beach, Los Angeles, etc.*	504	1.20
Indio*	612	1.23
Colorado River*	731	1.70
San José, Hillsdale, etc.	55	4.09
Tres Pinos, etc.	100	3.80
Pajaro, etc.	99	3.61
Castroville, etc.	110	3.44
Pacific Grove and Lake Majella	130	3.43
Santa Margarita	236	3.15
Totals	6,072	139.89

The average rate of all the above places is 4 cents per ton per mile, but as there are nine of those points where either no ice can be shipped, or there is competition—say to Santa Rosa, where the Donahue line causes the rate to be 1.86—they should be eliminated;

also those which are marked with a star (*), which will leave the average rate from San Francisco, up to a distance of 236 miles, just $4\frac{3}{4}$ cents per ton per mile.

In our complaint we have stated the average rate to be 5 cents per ton per mile, so that we have gained one quarter of a cent per ton per mile.

The rate from Truckee River points to this city is \$3 for 220 miles, which is 1.36 cents per ton per mile; and the method of quoting the rate (Roseville Junction, San Francisco, and points between) is so indefinite that it may mean and take in most of the State.

The rates from this city being $4\frac{3}{4}$ cents and those from Truckee 1.36, is such an unfair discrimination against this city that you will hardly care to maintain it. To make it plainer, this city is charged three and a half times as much per mile to ship ice to the country as it costs to ship it from Truckee to the city.

You have made no provision in your schedule for quantities less than carloads, nor for shrinkage, or where the cargo shall be weighed, which important matters are provided for in shipments from Truckee. There are other ice-shipping points, such as Sacramento, Los Angeles, Fresno, San José, Los Gatos, and other places, where there are ice machines now, or in process of erection, and it is highly important to the trade here to know, as soon as possible, what the competitive rates will be from these several places to various points in the State.

It will be impossible to accommodate these various places with rates that will not be conflicting, unless you adopt some exact and uniform system to cover the actual service performed.

We have asked you to fix a mileage rate, not to exceed $1\frac{1}{2}$ cents per ton per mile, which is just three times as much as charged in the East for the same service, and which should be satisfactory to the railroad. Now, if you will simply adopt a resolution *that the railroad rates on ice, carload lots, shall not exceed $1\frac{1}{2}$ cents per ton per mile, or be less than 50 cents per ton for short distances*, you will settle the whole question for the whole State, in every direction, from every place.

The present method is blind, unmethodical, arbitrary, discriminating, and obstructive to a great degree. The time of business men employed in trying to find the rates on merchandise transported from place to place in this State, is frequently of more value than any profits on the transaction, and even the railroad does not profit by it.

We believe that with reasonable freight rates on ice the consumption of it would be largely increased, and that all that could be saved on the Truckee River would find ready sale without coming to this market whatever, and that several factories like ours, of seventy tons daily, would be required to supply the vicinity of this city.

The present high freights are surely destroying the railroad business of transportation, as machines are being erected in almost every interior town of importance that can furnish it cheaper than from Truckee.

The fruit interests of the State are suffering largely by the high cost of ice for refrigeration, and the high rates you have established will prevent this city from competing for that trade, and therefore throws the business into the hands of a monopoly, and thus rob an industry that sadly needs protection.

We therefore hope that you will reconsider your late schedule, and simply say that the rate on ice shall be $1\frac{1}{2}$ cents per ton per mile, and not less than 50 cents per ton to any place from any and every place.

CONSUMERS' ICE COMPANY,

R. G. SNEATH, President.

SAN FRANCISCO, CAL., February 15, 1892.

Filed in office of the Board of Railroad Commissioners, this fifteenth day of February, 1892.

JAS. V. KELLY,

Secretary.

PROTEST OF THE SOUTHERN PACIFIC COMPANY TO COMMISSIONERS' ICE SCHEDULE.

SOUTHERN PACIFIC COMPANY, OFFICE OF THE THIRD VICE-PRESIDENT, /
SAN FRANCISCO, February 13, 1892. {

To the Board of Railroad Commissioners of the State of California:

GENTLEMEN: I am in receipt of your communication of February 12, 1892, covering a schedule of rates on ice, in carloads, from San Francisco to various points in the State of California, adopted by the Board of Railroad Commissioners at its meeting held in this city on the 8th of February, 1892, and ordering that said tariff shall be put in effect on March 15, 1892.

The Southern Pacific Company is advised by counsel, and believes, that your Board cannot legally fix the rates to be charged for transportation over any of the lines of railroad operated by that company, and therefore respectfully protests against your action in that respect.

Very respectfully,

J. C. STUBBS.

Filed in office of the Board of Railroad Commissioners, this fifteenth day of February, 1892.

JAS. V. KELLY,

Secretary.

AMENDMENT TO ICE SCHEDULE.

Before the Board of Railroad Commissioners, March 7, 1892.

Commissioner Litchfield moved an amendment to the ice schedule adopted by the Board February 8, 1892, as follows:

Ice rates, per 2,000 pounds, San Francisco to Santa Rosa, be \$1 80 in place of \$1 40, as set forth in the schedule.

So ordered.

J. M. FLEMING ET AL. VS. SAN FRANCISCO AND NORTH PACIFIC RAILWAY COMPANY.

COMPLAINT.

TRENTON, SONOMA COUNTY, CAL., November 9, 1891.

Hon. J. M. LITCHFIELD, San Francisco, Cal.:

DEAR SIR: We take the privilege of addressing you in regard to what we believe an injustice in railroad rates, hoping it may be your province to adjust such discrimination. We paid \$25 and some cents on less than eighty-nine tons of grapes, and \$9 55 on three hundred and fifty empty boxes, and sent to commission men and got receipts, which I sent to H. C. Whiting, and he referred the matter to some official of the road. As it now stands, we must find other methods of disposing of wine grapes, or get better rates from railroad, else dig out our vines, and produce something of more value and less bulk. I can refer you, if necessary, to others who have shipped on this road during this season, who have also suffered prohibitory rates.

J. M. FLEMING,
Trenton, Sonoma County.
MR. SHEPLAN,
Mount Olivet, Sonoma County.
MR. ANDERSON,
Forestville, Sonoma County.
N. A. GRIFFITH,
Trenton, Sonoma County.

Filed in office of the Board of Railroad Commissioners, this nineteenth day of November, 1891.

JAS. V. KELLY,
Secretary.

COMMUNICATION FROM N. A. GRIFFITH.

TRENTON, SONOMA COUNTY, CALIFORNIA, November 23, 1891.

J. M. LITCHFIELD, Esq.:

DEAR SIR: I was appointed a committee of one by a club of growers and shippers of this vicinity to ask a hearing of your honorable body, in regular session, or at any time you can meet a representative chosen from ourselves, to consider such bills and facts as we may gather showing the outrageous charges and discriminations that combine to blight our fair community and ruin a valuable class of the commonwealth. Will you kindly inform us at what time I may see you?

P. S.—I have just received the railroad bills I mentioned in my letter of recent date, and will present them to you by your courtesy.

Hoping for an early reply, I remain, yours truly,

N. A. GRIFFITH.

Filed in office of Board of Railroad Commissioners, this twenty-third day of November, 1891.

JAS. V. KELLY,
Secretary.

In the matter of the complaint of J. M. Fleming and others, complaining of excessive freight charges against the San Francisco and North Pacific Railway Company, the Secretary was instructed to forward copy of said complaint to the defendant, with instructions to answer same.

REPLY OF THE S. F. & N. P. RY. CO. TO THE COMPLAINT OF J. M. FLEMING ET AL.

SAN FRANCISCO, CAL., December 2, 1891.

JAS. V. KELLY, Esq., *Secretary Board of Railroad Commissioners*, "Chronicle" Building, City:

DEAR SIR: I beg herewith to acknowledge receipt of yours of November 30th, inclosing copies of complaints made to your honorable Board against this company.

In reply I respectfully call your attention to the fact that the communications fail to furnish sufficient information to enable us to make an intelligent report, or to ascertain whether the parties have just cause for complaint.

You will observe that the first communication omits the name of the consignee and consignor, the date of shipment and the destination of goods; and the second complaint omits all this, and in addition fails to advise us of the kind and quantity of freight, or the charges claimed to be excessive.

The statement that we charged \$25 for eighty tons of grapes does not strike us as liable to blight the community or ruin any one, but this is evidently an error in copy.

As soon as we are able to get the facts in each case, we shall be pleased to make a thorough investigation of the alleged discrimination and extortion, and hope to be able to make an explanation entirely satisfactory to the shippers and to your honorable Board.

Possibly errors in billing or weight may be discovered, which we will gladly rectify.

Trusting that you will be able to obtain sufficient data to enable us to look the matter up, I remain,

Yours respectfully,

H. C. WHITING,
General Manager.

Filed in office of Board of Railroad Commissioners, this third day of December, 1891.

JAS. V. KELLY,
Secretary.

The following facts and figures were submitted by the plaintiffs herein to the defendant, as per above request:

TRENTON, December 5, 1891.

To Railroad Commissioners:

I send statement, as follows: First carload of grapes, 360 boxes (16,925 pounds). Freight charged to Scatena & Co., \$30 75.

Second consignment to Scatena & Co.: October 24th, 248 boxes (14,530 pounds), \$26 70. October 30th, 125 boxes (6,538 pounds), \$16 75. (This lot sent in with other parties in order to fill car.)

October 31st, 163 boxes (9,026 pounds), \$22 30. (This also, one half car, with others.) Consigned to Bahhetto & Cadenasso.

Consigned to Ungarette & Lippi, 315 boxes (15,750 pounds), sent in two cars, as follows: 7,800 pounds and 7,950 pounds; freight, \$38 30.

All of the one half car lots were put in cars with our neighbors, in order that we might send full carloads—as near ten tons as possible; and we were told that it would be the same, or would be charged by the ton. The cars were loaded by ourselves, thus it was no expense to the railroad. These rates are ruinous to grape growers, and you will see that, in some instances, they cost \$4 50 per ton, freight alone, and we appeal to you as gentlemen, believing that you will do justice by us, for we cannot ship fruit at such extortionate rates; in fact, very little will be shipped from here at such rates. The parties we ship to are all in San Francisco. One half car was shipped in with other merchandise, and our only redress is with the Commissioners, and we count these figures with bills to you.

Very respectfully,

JAMES M. FLEMING.

P. S.—One thing I will mention: we cannot always get our boxes, so two of us often put in all the boxes sent us, thus filling car and getting grapes off, as the weather was very threatening, with heavy fogs, and we cannot always get a box car, which we should have by all means. But no doubt the conductor did the best he could for us, and as we have no station agent here, we suffer loss of boxes after they arrive here.

JAMES M. FLEMING.

Filed in office of Board of Railroad Commissioners, this twelfth day of December, 1891.

JAS. V. KELLY,
Secretary.

ADDITIONAL FACTS SUBMITTED ON THE PART OF THE PLAINTIFF.

TRENTON, SONOMA COUNTY, CAL., December 8, 1891.

Mr. J. M. LITCHFIELD:

DEAR SIR: We herewith inclose the bills referred to in our former letter, also the letter from Mr. Menton. Figures I sent you were from memory, as the bills were at headquarters, as you see, just one month. One point I mentioned to railroad was in regard to empty boxes. You will see by one item charges are nearly 3 cents per box. These were used last year by us to same parties in San Francisco, and had we returned them last fall would have been sent free. We cannot see the difference in leaving them in San Francisco to winter or keeping them on the ranch, so far as the railroad freight is concerned; besides, we believe the rate excessive as well as on the grapes, and trust these bills may furnish sufficient data for a comparison on other roads and equal distances.

We regret that we cannot give bills of rates from Santa Rosa, also correct distance from different points, but trust your facilities are such that you may compare charges. Other members of this community may, if they send their bills, give more items to draw from. One point we might mention here, is that we have no agent at this place and shippers do their loading and billing, for which they ought not to pay extra. From outside information we believe rates are much less from Santa Rosa in proportion to distance, possibly on account of competition.

Yours very truly,

N. A. GRIFFITH.

Filed in office of Board of Railroad Commissioners, this twelfth day of December, 1891.

JAS. V. KELLY,
Secretary.

TRENTON, SONOMA COUNTY, CAL., December 26, 1891.

Mr. J. M. LITCHFIELD:

DEAR SIR: I send you a copy of statement handed me by E. S. McClellan, who requested me to say his freight was paid by Mr. F. Roabel, who no doubt has receipts for same. The weight was 77,425 pounds, and charges on same were \$30.97; the distance is about 6 miles.

Mr. McClellan says by comparison you will find rates per mile much higher than to other points on this road. The freight was loaded and billed by shipper, and unloaded by the winery men.

Yours truly,

N. A. GRIFFITH.
By request of E. S. McClellan.

P. S.—You have, in the bills I sent you, a receipt of same date as J. M. Fleming's. This, which with the amount of this shipment made up, can load now. If, as in the accompanying bills, they charge for a carload on 235 boxes, why are the charges so high when two parties send in one car? And further, the railroad estimates sixty pounds to the box, when we cannot get that weight as commission men, and often on account of having to ship in open cars, and the fruit being stolen during the trip. So we pay high freight on fruit we do not get to San Francisco.

Yours truly,

N. A. GRIFFITH.
(By request).

Filed in office of Board of Railroad Commissioners, this twenty-eighth day of December, 1892.

JAS. V. KELLY,
Secretary.

ANSWER OF THE S. F. & N. P. RY. CO. TO THE COMPLAINT OF J. M. FLEMING ET AL.

SAN FRANCISCO, CAL., December 31, 1891.

The honorable Board of Railroad Commissioners, City:

GENTLEMEN: Returning the letters, expense bills, etc., referring to the complaint from Messrs. Griffith and Fleming, of Trenton, I beg respectfully to submit the following:

After carefully investigating the alleged overcharges and discrimination, and analyzing the drift of the complaint as set forth in the several letters to your honorable Board, it is apparent to me that the principal cause for the complaint lies in the difference between the gross weight of the fruit and boxes, as transported by us, and the net weight of the fruit as returned by the commission merchants.

All freight rates made by this or other transportation companies are necessarily based upon gross weights, but in order to assist and encourage fruit growers, our custom is to return empties free, so that we virtually only charge shippers on the net weight of fruit shipped.

If you will kindly refer to the complaint, in connection with the expense bills and commission merchants' returns, I feel satisfied you will agree with me that the unavoidable difference in weight and the unusual price of fruit, coupled with the charges of the commission merchants and draymen, are absolutely the only cause for their dissatisfaction.

Referring to the weights, you will notice the first shipment of 24,400 pounds was returned to them as 16,925 pounds.

The second shipment of 11,000 pounds was returned to them as 9,026 pounds.

The third shipment of 8,250 pounds was returned to them as 6,558 pounds.

The fourth shipment of 15,450 pounds was returned to them as 13,080 pounds.

The fifth shipment of 9,540 pounds was returned to them as 7,800 pounds.

The sixth shipment of 9,350 pounds was returned to them as 7,950 pounds.

The seventh shipment of 21,500 pounds was returned to them as 17,650 pounds.

The complaint that we charged for 350 empty boxes from San Francisco to Trenton is true. As this shipment was made before fruit shipments commenced, they could not be classed as return empties.

In charging a higher rate for excess over carload lots, as mentioned in the complaint, we have followed the custom adopted by all roads to prevent cars being loaded beyond their capacity. This we do not consider discrimination or extortion, as all shipments are treated alike.

The reason that shippers were unable to get carload rates as alleged, when their several shipments amounted to a carload, was the fact that having several consignors and consignees to deal with rendered billing by carloads impossible.

I think that you will agree that our regular rates, as charged from Trenton to San Francisco, namely, 11½ cents per 100 pounds for carload lots, and 20 cents per 100 pounds for less than carload lots, is not excessive for 62 miles of railroad and steamboat transportation, including the cost of handling the goods twice; and as our carload rate from Santa Rosa is 10 cents per 100 pounds for 52 miles, the discrimination of which they complain, if it exists at all, is largely in favor of Trenton.

Our rates from Trenton to San Francisco were not changed from last year, when high prices were obtained and fruit growers were happy. That Messrs. Griffith and Fleming are disappointed in their net returns is evident; but it is clear to me that the cause for the disappointment can be traced to the unusual large crop of Eastern fruit, and the charges of the middlemen who handle their fruit after it reaches this market.

The case in point is the shipment of October 12th, wherein this company hauled a lot of fruit 62 miles, handled it twice, and collected \$30 75. The drayman in San Francisco charged \$9 for hauling the same lot possibly three blocks, and the commission man charged \$9 47 for the privilege of selling it.

Looking at the entire complaint from a most equitable standpoint, I am unable to see that any hardship has been worked by the railway company upon these gentlemen, or upon the fruit industry of the section they represent; but that their bone of contention and their disappointment lies in the fact that the profits of the fruit industry, like all other business, is absolutely controlled by the supply and demand, and that fruit growers and wine producers are in the power of the commission men who largely reap the benefits that should accrue to them.

Yours truly,

H. C. WHITING,
General Manager.

Filed in office of Board of Railroad Commissioners, this first day of January, 1892.

JAS. V. KELLY,
Secretary.

T. T. FRICKSTAD vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

OAKLAND, January 28, 1892.

To the honorable Board of Railroad Commissioners:

SIR: Though I may remain here for some time on business, my home is near Raymond, Fresno County, California. I am therefore personally interested in the charges made on the Yosemite branch of the S. P. R. R., and it seems time that something was done to reduce the exorbitant charges of 10 cents per mile for a second or third class car, or \$2 for 21 miles. It is a prohibition rate, and people cannot use the road except in case of necessity. They will hire a team or even walk to the main line, rather than to pay the \$2. If it were 5 cents a mile, or \$1 from Raymond to Berenda, we would think it reasonable. It is the road we should use to our county seat; but to do that it would cost \$5 00 round trip to go to Fresno, which is out of all proportion; and it seems that freight charges are also high. I believe it is 15 cents per 100 pounds for 20 miles.

I should prefer to have rates reduced quietly, rather than to have to get up a petition and make an unpleasant fight in the newspapers; and I think it would be more profitable for the railroad to do so.

Any communication you may have for me, please address it to Oakland, Alameda County, California.

Respectfully yours,

T. T. FRICKSTAD.

Filed in office of Board of Railroad Commissioners, this thirtieth day of January, 1892.

JAS. V. KELLY,
Secretary.

ANSWER OF SOUTHERN PACIFIC COMPANY.

PASSENGER DEPARTMENT, PACIFIC SYSTEM AND LINES IN OREGON, }
SAN FRANCISCO, CAL., February 15, 1892. }

Mr. JAMES V. KELLY, Secretary Board of Railroad Commissioners, San Francisco, Cal.:

DEAR SIR: Mr. C. F. Smurr a few days since handed us a communication to your honorable Board, dated at Oakland, 28th ultimo, from T. T. Frickstad, with reference to the rates charged for passage over this company's road between Berenda and Raymond.

An unusual amount of work has caused us to lose sight of this communication, which we will return you herein, with that of the 12th instant, from the same gentleman.

Referring thereto, we beg to say that, all things considered, our company can only look upon the rates charged over the Yosemite branch as fair. The traffic on that road is small; hence, necessarily, the rates are high, when compared with the very low charges made over the main line through the San Joaquin Valley. Our company would be pleased if the traffic were sufficiently large to justify lower rates, or if there were a reasonable promise of adequate increase of business were the rates reduced.

At present the road is not a profitable one to operate. The question of extending it farther towards the Yosemite Valley, with a view to making the whole branch earn a fair interest upon its cost, together with operating expenses, has for some time engaged the attention of the company. We should like to do something towards increasing its earnings, however, but that something does not seem to lie in the direction of a reduction in rates.

Respectfully yours,

T. H. GOODMAN.

Filed in office of the Board of Railroad Commissioners, this fifteenth day of February, 1892.

JAS. V. KELLY,
Secretary.

REPLY TO THE SOUTHERN PACIFIC COMPANY'S ANSWER.

OAKLAND, CAL., February 19, 1892.

Mr. J. V. KELLY:

DEAR SIR: Your letter of the 16th, containing answer from the Southern Pacific Company, in regard to unreasonable charges on the Yosemite branch, is at hand.

The answer is about as I would have expected, and had I intended to stop with that I should not have taken the trouble to write to the Commissioners. I am not an anti-railroad man, nor one who would expect the same rate on such a branch as on the main line, though the charges on the main line are not so "very low;" but when it comes to 10 cents a mile I doubt if the Southern Pacific Company can produce, on other roads, from the Pacific to the Atlantic, where such a rate is charged. I asked to have it reduced to 5 cents a mile, which is not a low charge, but would be fair on such a road.

I have lived near Raymond over five years, and my family is still there, and though I am not in the confidence of the railroad company, or stage company, I may surmise why the road has not been extended before; but there is no need of going into the subject at this stage of the negotiation.

I would like to have the Commissioners look over the books of the railroad company in regard to the earnings and expenses of that road, or branch.

If I take the Yosemite tourists at 3,000, there are \$12,000 for their fare alone, without other travel, and ordinary freight and the stone business from the quarries.

I have, however, one proposition to offer. If the railroad company will do that without any great delay I will be satisfied, and those who are not can fight for themselves. It is a proposition that cannot reduce the earnings of the company, but would be a help to those who will avail themselves of it; and those who will not can pay as they do now.

If the railroad company will provide a second-class ticket between Berenda and Raymond for \$1, good for one or two days, or a special ticket for a very limited time, these could be used for local travel; and it would give them the full fare now charged to tourists and to those who might feel too proud to take such a ticket; and it would give us the use of the train, who now feel we can better have some one take us to the main line with a horse, or even walk, than to pay \$2. I have walked it before there was any railroad, and I can do it now in a half a day and earn \$2; but I would rather ride if I can do so for \$1. Last summer I had occasion to go between Raymond and Fresno a good many

times, but managed so as to go to Madera in a team, by which I saved \$2 30. I think I went on the railroad once. And that is only a sample of the way people boycott the railroad because of its extreme charges.

And as there is a second-class ticket from San Francisco to Lathrop for \$1 50, that ticket being extended to Raymond for \$4 50, I believe the railroad company would lose nothing. That ticket could be limited to two days, and could not be used for passage to Yosemite.

There were four of us last fall who had to go to Stockton to United States Land Office. I hired a team for \$5, and paid \$2 for feed for the team at Merced; from Merced to Stockton I paid \$2 10 for each one, or \$16 80 for the round trip for the four of us. If we had gone by railroad all the way it would have cost \$38 80, I believe. It cost me \$16 80 plus \$7, which is \$23 80. I saved the difference, \$15, and the railroad company had that much less. This was a land case, and there are many land cases that go to Stockton in the same way. I have stated these few facts to show you and the railroad company why there is so little travel on the Yosemite branch, hoping that they may see it to their interest to sell a second-class or limited ticket to Berenda from Raymond for \$1, to Lathrop for \$3, to San Francisco \$4 50.

A rate so extreme that the people cannot use the road will not build up its traffic. It ought to be seen that by this proposition the local traffic will be increased, while there will be no falling off in the income from through Yosemite tourists' traffic.

Hoping that this may meet your approval as fair, I shall leave the subject here for the present, and hope to hear from you soon.

Respectfully yours,

T. T. FRICKSTAD.

P. S.—If this proposition is not acceptable, then I will go in for a reduction of regular fare to \$1 from Raymond to Berenda.

T. T. FRICKSTAD.

Filed in office of Board of Railroad Commissioners, this twentieth day of February, 1892.

JAS. V. KELLY,
Secretary.

SANTA CLARA VALLEY MILL AND LUMBER COMPANY vs. SOUTHERN PACIFIC COMPANY.

In the matter of the Santa Clara Valley Mill and Lumber Company et al. vs. the Southern Pacific Company, the cause was regularly set for hearing on the 31st of August, 1891, and was heard and the same was submitted for decision.

The Commission took the matter under advisement and on the 14th of December filed the following decision. The proceedings in the case will be found in the twelfth annual report:

OPINION OF COMMISSIONER BECKMAN.

SANTA CLARA VALLEY MILL AND LUMBER CO., PACIFIC MANUFACTURING Co., CHAS. MCKIEMAN, ALAMEDA LUMBER CO., GLENWOOD LUMBER CO., NORTH COAST LUMBER CO., THE INDEPENDENT MILL AND LUMBER CO., *Plaintiffs*,
vs.
SOUTHERN PACIFIC COMPANY, *Defendant*.

This proceeding has been instituted by the plaintiffs for the purpose of obtaining a reduction in lumber rates from Boulder Creek, and other lumber shipping points in the Santa Cruz Mountains, to San José and Santa Clara. The present rate from Boulder Creek to San José and Santa Clara is \$3 per 1,000 feet, in carload lots, and the plaintiffs ask that this rate be reduced to \$1 50 per 1,000 feet. The reason for the reduction as given by the plaintiffs is that unless the reduction be made, the lumber from the Santa Cruz Mountains cannot successfully compete in San José and Santa Clara with similar lumber shipped to those points from Mendocino County and other manufacturing points upon the north coast of California; and the plaintiffs assert that unless this reduction be made in their railroad rates, the lumber manufactured in the Santa Cruz Mountains will be driven out of the markets of San José and Santa Clara by the lumber shipped to those places from Mendocino and the north coast.

It appears from the evidence taken before the Commission, that the plaintiffs are members of a combination called the "Santa Clara Valley Lumber Exchange," which has been in existence for a number of years, and has for its object the control of the sale of the lumber manufactured in the Santa Cruz Mountains. This combination has been,

to some extent, exclusive in its character, and has denied to lumber dealers in Santa Clara County the right of membership, and has excluded them from the right of purchasing lumber manufactured in the Santa Cruz Mountains. The result was that dealers thus excluded were forced to look to other sources for their supplies, and began to bring lumber from Mendocino and the north coast of California to Santa Clara County. This lumber is ordinarily brought from Mendocino and the north coast by schooners, steam, or sail, to Alviso, and thence transported by teams to Santa Clara and San José. The result has been a war in lumber rates at those points between the lumber from the Santa Cruz Mountains and the lumber from Mendocino and the northern coast. The cost of transporting lumber from the mills of Mendocino and the north coast to Santa Clara and San José is greatly in excess of the transportation at present railroad rates from the Santa Cruz Mountains to those points. The railroad of the defendant, over which the lumber of the Santa Cruz Mountains is transported, is a narrow gauge road passing over a rough and mountainous country, and is subject to heavy expense of maintenance by reason of heavy grades, many tunnels, sharp curves, and liabilities to washouts in rainy season, and its principal freight traffic consists of lumber and other forest products, all of which moves in one direction, necessitating the return of empty cars; and when the line of this road was first constructed, the lumber rates from Boulder Creek to San José and Santa Clara were \$4 50 per 1,000 feet, and were subsequently reduced to \$4 per 1,000 feet prior to the time that the control of the road passed into the hands of this defendant.

The members of the combination, however, were receiving a secret rebate, which greatly reduced for them the published schedule rate which was charged to all other shippers. When the control of the road passed into the hands of this defendant, this secret rebate was cut off from the combination, and the net rate to the members of the combination was made the open schedule rate to all shippers alike. This open schedule rate, which was \$3 50 per 1,000 feet from Boulder Creek, remained the rate until a short time prior to the institution of this suit, at which time a committee appointed by the combination called upon the officers of the defendant in this case, and requested that a rebate should be allowed to the members of the combination without disturbing the then existing rate of \$3 50 per 1,000 feet to other shippers, so as to enable the combination to drive the Mendocino and north coast lumber out of the markets of San José and Santa Clara. This request the officers of the company refused to grant, but they did reduce the open schedule rate to all shippers to \$3 per 1,000 feet from Boulder Creek to San José and Santa Clara.

This refusal upon the part of the officers of the defendant was met by the combination, the plaintiffs in this case, by the institution of this proceeding. Since the introduction into San José and Santa Clara of lumber from Mendocino and the north coast, the annual increase of these shipments has not been proportionate in amount to the increased shipment to those places of lumber from the Santa Cruz Mountains; and inasmuch as the cost of transportation from Mendocino and the north coast is largely in excess of the cost of transportation from the Santa Cruz Mountains, the asserted fears of the plaintiffs, that the lumber of the Santa Cruz Mountains would be driven out of the markets of San José and Santa Clara, are not well founded, and are not supported by the facts; for, thus far, the shipments from the Santa Cruz Mountains are many times in excess of the shipments from Mendocino and the north coast, and the proportion of the shipments from the Santa Cruz Mountains have not materially decreased, nor have the proportions of the shipments from Mendocino and the north coast been materially increased. The lumber rates of the defendant are not of themselves excessive, and compare favorably with all other railroad lumber rates over all other railroads in the State of California similarly situated and for similar distances of transportation.

During the progress of the trial of this proceeding, several of the plaintiffs withdrew from all participation in it.

We can see no beneficial results to follow to the lumber consumers of Santa Clara County from granting the prayer of the complainant in this action, nor can we find any merit in the action as presented by the plaintiffs in this case.

It is therefore ordered by the Commission that the plaintiffs take nothing by this proceeding, and that the action be dismissed.

Done in open session, this fourteenth day of December, A. D. 1891.

WM. BECKMAN,
Commissioner for the First District.

Filed in office of the Board of Railroad Commissioners, this fourteenth day of December, 1891.

JAS. V. KELLY,
Secretary.

OPINION OF COMMISSIONER LITCHFIELD.

IN THE MATTER OF THE SANTA CLARA VALLEY MILL
AND LUMBER COMPANY ET AL., *Plaintiffs*,
vs.
SOUTHERN PACIFIC COMPANY, *Defendant*.

There is no assertion in this complaint that the rates of the defendant are too high, and that the reduction should be made on that account, but that the rates should be reduced to enable the lumber manufacturers in the Santa Cruz Mountains and dealers in the Santa Clara Valley to compete with the lumber furnished by the manufacturers from the northern coast; and all the evidence produced by the complainants was with a view of establishing that fact. It seems by the evidence that this complaint was made by authority of a vote of the Santa Clara Lumber Exchange; that the names of all of the different companies and firms used in the complaint were not authorized, except as per said resolution, and that some of the firms named in the complaint were not authorized, except as per said resolution, and that some of the firms named in the complaint directed that their names be stricken from the complaint.

The evidence further shows that the members of this organized Lumber Exchange, before the South Pacific Coast Railroad came into possession of the Southern Pacific Company, were receiving, contrary to the law of the State, a secret rebate of \$1 per 1,000 feet on the established rates. That soon after the Southern Pacific Company purchased the road its officers stopped the payment of this rebate, and reduced the rate to \$3 50 per 1,000 feet. That after this reduction a committee from this exchange called upon the officers of the Southern Pacific Company, and endeavored to have the said Southern Pacific Company give to the members of said exchange a secret rebate of \$2 per 1,000 feet. They, at that time, did not want any reduction made whereby all manufacturers and dealers would reap the benefit of such reduction. The railroad company refused to grant the secret rebate asked for, but reduced the rate to \$3 per 1,000 feet, open to all.

It is very plain to be seen that had the members of this Lumber Exchange been granted this rebate, they would have been enabled in a short time to have driven out of the business every firm or company in the Santa Clara Valley engaged in the lumber business, and not members of the Lumber Exchange.

Not succeeding in getting the secret rebate asked for from the railroad company, they come to this Commission and ask us to reduce the rates to \$1 50 per 1,000 feet.

The evidence further shows that the lumber dealers in the Santa Clara Valley not members of this Lumber Exchange, were unable to procure stock from the manufacturers in the Santa Cruz Mountains, and were forced to go to the northern dealers for stock, which they have since been doing, and have thereby been enabled to continue by doing business on a very close margin.

Now, it is very evident that if this Commission should reduce the rates as asked for in the petition, the Santa Clara Lumber Exchange would be enabled to drive out of the business all of the lumber dealers in the Santa Clara Valley that are purchasing their stock from the northern dealers, this Commission having no power to make a corresponding reduction on water rates from the north. I have no doubt that the rates on freight and passengers over the different roads in this State are, in some cases, too high, and it is the duty of this Commission to listen to all complaints and to have the rates properly adjusted for the benefit of all interested parties. But in this case I am satisfied that the rates are very carefully and properly adjusted for the benefit of all concerned.

I do not believe that this Commission was instituted for the purpose of crushing out any business organization, company, or individual, to enable a rival to profit thereby. I therefore concur in the opinion of my colleagues that the complaint be dismissed.

J. M. LITCHFIELD,
Commissioner for the Second District.

Filed in office of the Board of Railroad Commissioners, this fourteenth day of December, 1891.

JAS. V. KELLY,
Secretary.

CONVENTION OF RAILROAD COMMISSIONERS.

Before the Board of Railroad Commissioners, April 4, 1892.

A telegram was received from the Interstate Commerce Commission, together with a circular letter, under date Washington, D. C., March 24, 1892, giving notice of a call for a National Convention of Railroad Commissioners, to be held in the city of Washington, D. C., on April 13, 1892.

The Secretary was directed to notify the Interstate Commerce Commission that it would be impossible for the Commission to attend said

convention, and to extend an invitation to the National Convention of Railroad Commissioners to hold their convention in San Francisco in 1893.

COMMISSIONER BECKMAN SELECTED TO REPRESENT THE BOARD.

Commissioner Beckman was delegated to represent the State Board of Railroad Commissioners of California at the Convention of Railroad Commissioners of the United States, to be held in Washington, D. C., April 13, 1892, and the Secretary was directed to inform Commissioner Beckman, in writing, of his selection.

NOTIFICATION OF THE SELECTION OF COMMISSIONER BECKMAN.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS,
SAN FRANCISCO, April 4, 1892.

Hon. WM. BECKMAN:

DEAR SIR: Mr. Litchfield and myself have selected you to represent this Commission at the Convention of Railroad Commissioners, to be held at Washington, D. C., April 13, 1892. We trust that you will make it convenient to spare the time, as we feel that the interests of the State demand a representation from this Board in that convention.

Respectfully,

JAS. W. REA,
J. M. LITCHFIELD, President.

ACCEPTANCE BY COMMISSIONER BECKMAN.

SACRAMENTO, April 5, 1892.

Hon. J. W. REA and J. M. LITCHFIELD, *Members of the Board of Railroad Commissioners of California:*

GENTLEMEN: I thank you very kindly for the honor conferred upon me by sending me to the National Convention of Railroad Commissioners, to be held in the city of Washington, D. C., on April 13th.

I shall accept the honor and shall do my best to have California favorably represented in that Commission.

Thanking you again for the honor conferred upon me, I remain,
Yours very truly,

WM. BECKMAN.

REPORT OF COMMISSIONER BECKMAN.

To the honorable Board of Railroad Commissioners of California:

GENTLEMEN: As per your request, I attended the International Railway Commissioners' Convention at Washington, on April 13th, 14th. There were twenty-seven States represented. We discussed the following questions:

First—Railway Legislation; How harmony therein may be attained.

Second—Uniformity in Railway Accounting; What further is important to that end.

Third—Territorial Assignment of Statistics of Operation: Whether this is not practicable, and what principles should control in grouping railway statistics.

Fourth—Safety Appliances for Railway Cars: What legislation, if any, should be had by Congress.

Fifth—Reasonable Rates: What are, and the elements to be considered in the determination thereof.

Sixth—Discrimination from Use of Private Cars of Shippers.

I will not report anything further now, as our proceedings will be published in pamphlet form, and this Board will receive copies of the same within a few days.

I remained a few days in Chicago, and made good use of my time in investigating the Illinois railroads.

I will furnish you with a comparison of passenger rates in Illinois and California. I will also furnish a comparison of freight rates as soon as I receive all the documents from Springfield.

I remain, yours truly,

WM. BECKMAN.

Filed in office of the Board of Railroad Commissioners, this ninth day of May, 1892.

JAS. V. KELLY,
Secretary.

RESOLUTIONS REGARDING PASSENGER RATES.

On May 9, 1892, the Board unanimously adopted resolutions regarding the sale of continuous-trip tickets between San Francisco and Marysville and Oroville, and directed the Secretary to notify the railroad company, which was done, in the following communication:

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, May 9, 1892. }

Mr. J. C. STUBBS, Vice-President of the Southern Pacific Company, San Francisco, Cal.:

DEAR SIR: I am directed by the honorable Board of Railroad Commissioners to forward to you for the Southern Pacific Railroad Company the following resolutions, adopted by said Railroad Commission, establishing passenger rates over Southern Pacific Company's lines:

Resolved, That the Southern Pacific Railroad Company be and are hereby directed to place on sale at San Francisco and Oroville limited first-class continuous-trip tickets, good for trip between these two points, via Woodland, at \$4 50.

Resolved, That the same company be and are hereby directed to place on sale at Marysville and San Francisco first-class continuous-trip tickets, good for trip between these two points, via Woodland, at \$3 75.

JAS. V. KELLY,
Secretary.

JOHN BUBB vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

CUPERTINO, CAL., April 12, 1892.

JAMES W. REA, Esq., Railroad Commissioner, State of California:

DEAR SIR: I wish to call the Commissioners' attention to the cut in the rates of wine at Mountain View, in carload lots, to \$1 10 per ton to San Francisco.

From Santa Clara to San Francisco the rate is \$1 60, which is only ten miles longer haul.

Please give this matter your attention. All we want is a uniform rate per mile.

Yours respectfully,

JOHN BUBB.

Filed in office of the Board of Railroad Commissioners, this fourteenth day of April, 1892.

JAS. V. KELLY,
Secretary.

PROCEEDINGS OF THE RAILROAD COMMISSION IN CONNECTION WITH THE CALIFORNIA TRAFFIC ASSOCIATION.

COMMUNICATIONS FROM MR. LEEDS.

OFFICE OF THE TRAFFIC ASSOCIATION OF CALIFORNIA, }
SAN FRANCISCO, February 24, 1892. }

To the honorable Board of Railroad Commissioners of California, San Francisco, Cal.:

GENTLEMEN: You are doubtless aware that more or less complaint of a very general character is made through the press of the State, and otherwise, of excessive transportation charges by the carriers within the limits of the State, and as my observation goes, not without some reason. You have, no doubt, found by comparison of the rates charged within the limits of your jurisdiction with the tariffs in effect in many of the States of the West, no more favorably situated than this, a marked difference, greatly to the disadvantage of California. I think you will agree with me that if California is to continue to grow and keep pace with the other States, under practically equal conditions in the aggregate, that the rates of transportation on their products to market, and the distribution of merchandise and such commodities as go into general use, should be no greater than are paid for substantially the same service elsewhere.

It is a self-evident fact that the wealth of a community is the product of their labor, and unless that product can be disposed of at a profit no material gain can result. Furthermore, that this State cannot grow in population by immigration more rapidly

than employment can be secured for those who come on substantially as good terms as can be had in other sections of this country, all things considered. A great disparity in the cost of transportation does exist, and to such extent as to seriously impede the prosperity of the State in all industries which are in any way dependent upon transportation, and it is very certain that such widespread complaint as we have heard of cannot exist without foundation in fact. The conditions are such as to call for prompt and vigorous investigation as to the material facts, with special reference to the prices charged for service performed with relation to the same service in other portions of the country, and the necessary powers exercised to correct any evils if found to exist. The people of the State naturally look to you as their chosen servants to diligently serve their interests in this connection, and expect that, upon proper investigation, you will proceed to do so. It is evident that there is some delicacy on the part of individuals about making specific and individual complaints, but this is not necessary under the law of the State, which creates the Commission and prescribes its duties; in fact, it is mandatory upon the Board to fix the rates and fares.

Your honorable body is vested with full power to extend the relief so much desired and so urgently needed by both the producer and the mercantile interests of the State, and it should be unnecessary to take further action than to direct attention to the fact that it is easy of demonstration that the rates of transportation in this State do show a glaring disparity as compared with similar service in other portions of the country. I would therefore earnestly request, in the name of the members of the association, that you take up and act upon the matters outlined herein.

Yours very respectfully,

J. S. LEEDS.

Filed in office of the Board of Railroad Commissioners, this fourteenth day of March, 1892.

JAS. V. KELLY,
Secretary.

Also, the following communication was received from Mr. Leeds, and was placed on file:

OFFICE OF THE TRAFFIC ASSOCIATION OF CALIFORNIA,
SAN FRANCISCO, March 12, 1892.

To the honorable Board of Railroad Commissioners of California:

GENTLEMEN: I desire to refer briefly to the discussion which ensued during the consideration of my letter of February 24th, in which it was stated, and acquiesced in by members of your Board, that your duties are practically wholly judicial; at least such was stated as the established order of business by the Board, in that you were in the attitude of waiting for complaints to be brought before you, upon which you would act as judges as between the complainant and the transportation company against which the complaint is brought.

I have carefully examined the articles of the Constitution relating to this subject, as also the Act defining the organization and powers of the Board, and I cannot agree with you in the position taken by your honorable body. Section 22 of Article XII of the Constitution is very plain. It states: "Said Commissioners shall have the power, and it shall be their duty, to establish rates of charges for the transportation of passengers and freight," etc. I find nothing therein which says they shall wait for complaints.

Section 21 provides that "no discrimination in charges or facilities for transportation shall be made by any railroad or any transportation company between places or persons, etc. Persons and property transported over any railroad, or by any other transportation company, or individual, shall be delivered at any station, etc., at charges not exceeding the charges for the transportation of persons and property of the same class in the same direction to any more distant station," etc.

Section 11 of the Act defining the powers of the Board provides: "Wherever said Board, in the discharge of its duties, shall establish or adopt rates of charges for the transportation of passengers and freight, pursuant to the Constitution," etc.

The above clearly indicates the intent of the framers of the Constitution and the bill to have been a requirement at the hands of the Commission other than that of the hearing and the adjudication of complaints. I desire to state that there is a very strong and growing sentiment throughout the State that something further shall be done to relieve the merchant and producer from a too heavy burden of local transportation charges. It is my purpose and desire that everything possible shall be done on the part of the Traffic Association of California which may operate to the relief and benefit of the State. I therefore beg leave to submit for the consideration of your honorable Board a comparative schedule of grain rates from the grain-producing portion of the State with the tariff in effect in the State of Kansas, which is doubtless as fair a comparison as can be found in this country, except that the rates in this country should be much lower than the figures show in Kansas, for reasons which I will explain. The Kansas figures shown are in all cases by the shortest line from the point of origin to the terminal point, and hence show the highest rate per mile. I have omitted points in this State which are tributary to the bay of San Francisco, and have endeavored to confine my comparisons to the purely local in both cases. I desire to add that the locals in Kansas apply to probably about

15 or 20 per cent of the traffic only, although handled very largely by elevators at Missouri River upon what are known as transit rates, which allow of the storage of the grain for a period of from two to six months, when it may be forwarded to points on or beyond the Mississippi River at the division of the through rate from point of shipment to St. Louis or Mississippi River points; so that the figures shown in my comparison would represent at least 25 per cent more than the actual earnings of the local roads in Kansas, the division of the through rate being much less than the local figures, which is a good reason why the figures in this State should be less than the Kansas locals.

You will also note that wheat, flour, oatmeal, hemp, flax, Hungarian and broomcorn seeds, and castor beans are taken at wheat rates, while the coarser grains—corn, oats, rye, barley, cornmeal, mill stuffs, and sorghum seeds—take a much lower rate, and mixed cars under either head are taken at the rate named. I will also state that the rates apply in both directions, and intermediate rates are in no case greater than to a point beyond.

Referring to the schedule in this State, I desire to direct your attention to the marked discrimination as between points involving practically the same service. In order that this may be made plain, I have grouped together in grades of five miles up to fifty, above fifty in grades to ten miles, the points involving practically the same miles of service.

I trust I have been able to demonstrate by this comparative schedule that a great difference in rates as between this State and others does exist, and greatly to the disparity of California.

In order that such matters as the above may be intelligently considered, I doubt not your honorable Board have collected a great deal of information and data in the way of comparisons of tariffs in other portions of the country, as well as conditions which are of controlling influence, climatic and otherwise, which may enter materially into the cost of service, such as the cost of labor, as to volume of traffic moved, the amount of coal required to move a given quantity of freight a given distance, cost of fuel on such roads or portions of roads as handle the local traffic of the State, and how such cost is arrived at; also, over what sections of road in the State the local traffic moves in largest volume, amount of repairs to machinery, rolling stock, and tracks within the same limits, so as to enable you to verify or controvert such claims as may be set up by the carriers. You are doubtless able to determine from such comparisons and information as you have from time to time gathered, that the work I have herewith submitted is entirely correct; also, that the ground chosen is fair and equitable to the carriers in this State, and I trust you will give it such consideration as is required under the law which creates and prescribes the duties of the Board.

I have been unable to bring this within smaller limits and at the same time do justice to a subject which is of such vital importance to every industry in this commonwealth, and which at this time occupies so large a place in the public mind.

Yours respectfully,

J. S. LEEDS,
Traffic Manager.

Filed in office of the Board of Railroad Commissioners, this twenty-first day of March, 1892.

JAS. V. KELLY,
Secretary.

Following is the schedule referred to as submitted to the Board by Mr. Leeds:

COMPARATIVE TABLE OF GRAIN RATES SUBMITTED BY MR. LEEDS.

To Port Costa From—	Distance— Miles.	Rye, Oats, Barley, Corn, or Wheat— Carloads or Mixed— Straight—Rate Per Ton.	From Hawthorn, Ks., to Atchison----- From Cummings, Ks., to Atchison----- From Nortonville, Ks., to Atchison----- From De Soto, Ks., to Kansas City----- From Valley Falls, Ks., to Atchison----- From Rock Creek, Ks., to Atchison----- From Meriden, Ks., to Atchison-----	Distance— Miles.	Wheat, Flour, Oatmeal, etc.*— Rate per Ton.	Barley, Rye, Oats, etc.†— Rate per Ton.
Floresden-----	9	\$1 25	From Hawthorn, Ks., to Atchison-----	9	\$1 00	\$0 80
Hookston-----	14	1 10	From Cummings, Ks., to Atchison-----	11	1 00	90
Concord-----	11	85				
Napa Junction-----	12	1 25				
Walnut Creek-----	17	1 35				
Creston-----	16	1 25				
Merazo-----	20	1 25				
Thompson-----	16	1 25				
Napa-----	20	1 25				
Hennes-----	21	1 50				
Danville-----	24	1 75				
Shellville-----	24	1 25				
Oak Knoll-----	25	1 25				
Vanden-----	23	1 20				
Cannon-----	24	1 30				
San Ramon-----	27	2 00				
El Verano-----	29	1 25				
Yountville-----	29	1 25				
Elmira-----	28	1 40				
Gelston-----	33	1 40				
Glen Ellen-----	34	1 40				
Warfield-----	35	1 45				
Oakville-----	32	1 35				
Rutherford-----	34	1 40				
Vacaville-----	32	1 60				
Violet-----	34	1 70				
Batavia-----	33	1 50				
Dixon-----	36	1 50				
Melrose-----	36	1 40				
San Leandro-----	40	1 80				
Drummond-----	36	1 50				
Wildwood-----	40	1 70				
Bello-----	36	1 50				
St. Helena-----	38	1 70				
Barro-----	40	1 95				
Hartleys-----	37	1 70				
Allendale-----	39	1 80				
Tremont-----	40	1 60				

42	Lorenzo	2 00
45	Raywards	2 00
41	South Los Guillecos	1 70
43	Los Guillecos	1 95
44	Annadel	2 00
42	Bale	2 00
44	Maple	2 00
43	Wolfskill	1 90
45	Winters	1 90
44	Davis	1 60
46	Melitta	2 00
47	Calistoga	2 10
49	Elys	2 00
48	Swingle	1 60
48	Webster	1 60
49	Merritt	1 70
51	Decoto	2 00
54	Niles	2 00
58	Irvington	2 00
60	Samol	2 25
59	Midway	2 35
54	Ellis	1 65
58	Sacramento	1 75
51	Santa Rosa	2 20
52	Citrona	2 00
55	Madison	2 00
58	Esparto	2 00
60	Capay	2 10
52	Mullen	1 75
54	Woodland	1 75
59	Yolo	1 75
69	Wesley	1 55
61	Warm Springs	2 00
66	Milpitas	2 25
66	Pleasanton	2 60
67	Alamont	2 75
63	Brighton	2 15
61	Homesstead	2 15
61	American River Bridge	1 85
64	Ben Ali	1 85
66	Arade	1 85
65	Adanassa	2 36
69	Sanred	2 53
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From Lawrence, Ks., to Kansas City		
41		1 40
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From North Topeka, Ks., to Atchison		
49		1 40
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From Pauline, Ks., to Atchison		
57		1 60
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From Carbondale, Ks., to Atchison		
67		1 70
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From Lawrence, Ks., to Atchison		
67		1 30

• Flax seed, hemp seed, millet seed, Hungarian seed, broomcorn seed, and castor beans. † Mill stuffs, cornmeal, bran, screenings grain, and seed sorghum.

COMPARATIVE TABLE OF GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rye, Oats, Barley, Corn, or Wheat— Carloads or Mixed— Straight—Rate Per Ton.	From Carbondale, Ks., to Atchison	Distance— Miles.	Wheat, Flour, Oatmeal, etc.*— Rate per Ton.	Barley, Rye, Oats, etc.— Rate per Ton.
Knights	63	\$1 75	From Carbondale, Ks., to Atchison	67	\$1 70	\$1 30
Blacks	64	1 75				
Morrano	68	1 50				
Emerald	76	1 80				
San José	72	2 45				
Livermore	71	2 80				
Antelope	72	2 00				
Roseville Junction	76	2 00				
Surrey	72	2 63				
Anamath	73	2 67				
Guinda	74	2 72				
Sauterne	75	2 75	From Burlingame, Ks., to Atchison	76	1 90	1 60
Cashmere	76	2 82				
Rumsey	79	2 92				
Chandler	74	1 90				
Marcuse	77	1 95				
Dunnigan	72	1 80				
Harrington	77	1 80				
Tudor	82	2 00				
Salida	75	1 80				
Crows Landing	81	2 00				
Newman	88	2 10				
Whitneys	82	2 15				
Lincoln	86	2 20				
Ewing	90	2 30				
Oswald	85	2 00				
Yuba City	89	2 40				
Modesto	82	2 00				
Keyes	90	2 10				
Linhora	95	2 25				
Ingomar	98	2 30				
Trigo	94	1 90				
Cicero	95	2 55				
Sheridan	94	2 30	From Reading, Ks., to Atchison	96	2 10	1 70
Wheatland	97	2 30				
Marysville (E Street)	91	2 40				
Turlock	95	2 25				

Carbondale	107	2 75			
Reeds	104	2 40			
Rupert	108	2 40			
Marysville	110	2 40			
Maxwell	102	2 05			1 80
Delphi	101	2 30		110	2 20
Livingston	105	2 30			
Arena	108	2 35			
Volla	104	2 30			
Los Baños	109	2 35			
Agatha	111	2 50			
Waterford	115	2 30			
Hickman	117	2 40			
Ione	114	2 75			
Ramirez	119	2 70			
Coumbz	120	2 70		120	1 90
Norman	111	2 30			
Longdale	113	2 40			
Willows	119	2 50			
Atwater	112	2 45			
Merced	120	2 60			
Dos Palos	122	2 60			
Oxalis	129	2 75			
Montpellier	123	2 45			
Ryer	130	2 65			
Honeut	122	2 70			
Vanchuse	123	2 80			
Cox Lane	126	3 00			
Palermo	130	3 00			
Live Oak	121	2 50			
Gridley	128	2 70		126	2 50
Kurand	125	2 90			2 00
Halconera	128	2 90			
Millsbalm	129	3 00			
Lyman	123	2 65			
Germanatown	126	2 70			
Alingard	125	2 85			
Athlone	129	2 85			
Firebaugh	135	3 00			
Amsterdam	131	2 60			
Villa Verona	132	3 00		136	2 70
Croville	135	3 00			2 30
Biggs	131	2 65			

From Emporia Junction, Ks., to Atchison.

From Plymouth, Ks., to Atchison.

From Ellinor, Ks., to Atchison.

From Evans, Ks., to Atchison.

* Flax seed, hemp seed, millet seed, Hungarian seed, broomcorn seed, and castor beans. † Mill stuffs, cornmeal, bran, screenings, grain, and seed sorghum.

COMPARATIVE TABLE OF GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rye, Oats, Barley, Corn, or Wheat— Carload or Mixed, Straight—Rate Per Ton.	From Evans, Ks., to Atchison.....	Distance— Miles.	Wheat, Flour, Oatmeal, etc.— Rate per Ton.	Barley, Rye, Oats, etc.— Rate per Ton.
Silsby	137	\$3 00	From Evans, Ks., to Atchison.....	136	\$2 70	\$2 30
Athens	133	3 25				
Fruto	136	3 50				
Greenwood	132	2 85				
Orland	135	3 00				
Malton	139	3 05				
Minturn	136	3 00				
Mendota	144	3 10				
Whites Bridge	146	3 20				
Nelson	141	3 10				
Durham	147	3 15	From Clementa, Ks., to Atchison.....	145	2 80	2 40
Kirkwood	143	3 15				
Corning	148	3 30				
Califa	141	3 20				
Berenda	145	3 20				
Jamesan	154	3 30				
Chico	154	3 20				
Richfield	151	3 50				
Finnell	154	3 50				
Talbot	151	4 05				
Daulton	157	4 80	From Florence, Ks., to Atchison.....	156	2 90	2 40
Madera	153	3 30				
Borden	156	3 40				
Irigosa	159	3 60				
Proberta	160	3 50				
Collis	162	3 55				
McMullin	169	3 75				
Nord	161	3 25				
Anita	163	3 30				
Cana	165	3 35				
Soto	168	3 40	From Peabody, Ks., to Atchison.....	168	3 00	2 60
Rawson	163	3 50				
Red Bluff	168	3 50				
Herbert	164	5 80				
Raymond	166	6 00				
Herndon	165	3 50				
Muscatel	167	3 60				

Orinus.....	174	3 75			
Caruthers.....	180	3 75			
Vina.....	172	3 45			
Sesma.....	180	3 60		178	3 00
Hooker.....	178	3 70			
Fresno.....	175	3 60			
Malaga.....	179	3 75			
Cando.....	186	3 80			
Lillis.....	190	3 85			
Tehama.....	181	3 50			
Cottonwood.....	185	3 75			
Butler.....	181	3 75		184	3 00
Minneola.....	184	3 75			
Sanger Junction.....	189	3 85			
Fowler.....	184	3 75			
Selma.....	190	3 85			
Hardwick.....	192	3 90			
Fortuna.....	195	3 85			
Reedley.....	199	3 90		194	3 05
Kingsburg.....	195	3 85			
Traver.....	200	3 90			
Bimbla.....	205	4 00			
Morrison.....	209	4 00			
Cross Creek.....	203	3 90		202	3 10
Coshien.....	209	4 00			
Taurusa.....	216	4 10			
Tagus.....	214	4 10			
Tulare.....	219	4 10		218	3 10
Kaweah.....	223	4 10			
Exeter.....	227	4 15			
Hanford.....	222	4 00			
Armona.....	225	4 00		228	3 10
Lemoore.....	230	4 40			
Tokay.....	225	4 15			
Tipton.....	229	4 15			
Lindsay.....	234	4 20			
Reoth.....	238	4 20			
Heintzen.....	231	4 40		236	3 10
Huron.....	239	4 40			
Paxley.....	236	4 20			
Porterville.....	244	4 25			
Boothall.....	246	4 55		248	3 20
Delano.....	250	4 25			
					2 80

* Flax seed, hemp seed, millet seed, Hungarian seed, bloomcorn seed, and castor beans. † Mill stuffs, cornmeal, bran, screenings, grain, and seed sorghum.

COMPARATIVE TABLE OF GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rye, Oats, Barley, Corn, or Wheat— Carloads or Mixed, Straight—Rate Per Ton.	From Raymond, Ks., to Atchison— From Ellinwood, Ks., to Atchison— From Great Bend, Ks., to Atchison— From Pawnee Rock, Ks., to Atchison— From Larned, Ks., to Atchison—	Distance— Miles.	Wheat, Flour, Oatmeal, etc.— Rate per Ton.	Barley, Rye, Oats, etc.— Rate per Ton.
Alila	249	\$4 20	From Raymond, Ks., to Atchison—	248	\$3 20	\$2 80
Terra Bella	252	4 30				
Orris	259	4 30	From Ellinwood, Ks., to Atchison—	259	3 20	2 80
Coalinga	254	4 70				
Alcalde	259	4 75				
Jasmine	268	4 30	From Great Bend, Ks., to Atchison—	269	3 20	2 80
Poso	262	4 30				
Kimberlena	265	4 35	From Pawnee Rock, Ks., to Atchison—	282	3 20	2 80
Lerdo	270	4 35	From Larned, Ks., to Atchison—	291	3 25	2 85
Glenburn	275	4 40				
Bakersfield	282	4 40				

* Flax seed, hemp seed, millet seed, Hungarian seed, broomcorn seed, and castor beans. † Mill stuffs, cornmeal, bran, screenings, grain, and seed sorghum.

THE POSITION OF COMMISSIONER REA.

At the conclusion of the reading of the above communication, Commissioner Rea questioned Mr. Leeds, the Traffic Manager, as follows:

COMMISSIONER REA: Is this your complaint?

MR. LEEDS: No sir; it does not say so.

COMMISSIONER REA: We can take it as a complaint against the grain rates, and if you will verify it it forms a basis for an action.

MR. LEEDS: It is not so intended. If you will permit me, I will explain. I do not agree with your Board in thinking that its duties are wholly judicial. I think it is the duty of the Board to take up at its own motion such questions of transportation matters as need adjustment. I put in that comparative schedule on that basis. I do not believe the State of California should be required to file a complaint against a carrier, when it is pretty plainly evident to every one that existing charges are discriminative and exorbitant. It occurs to me that your Board should be more of prosecutors in such matters than judges. Your duties in such a case are not judicial.

COMMISSIONER REA: Speaking for myself, although I think the other members of this Board agree with me, I want to say, Mr. Leeds, that I understand you have been in the employ of transportation companies; that you are familiar with the tariff of Kansas and other States, and by this time of this State. Now, you represent, at a salary of \$10,000 a year, I understand, the Traffic Association, and it is your business to get a better rate for that association. I, for one, think if you would make your complaints formally, and present them to this Board, we could then serve the railroad with a complaint and give the railway a chance to answer. If you, with your intimate knowledge of the railway business, would make such a complaint, I think it would be much more powerful and convincing, not only to this Board, but to every one in the State. It would be useless for this Commission to undertake to prosecute the cases of the Traffic Association when that association is so ably equipped with a Traffic Manager already. Now, I think all the Traffic Association wants is a square deal. But both sides ought to be presented, for there are two sides to this, unquestionably. Then we can act more intelligently by hearing both sides of the case, and every one will be satisfied.

COMMISSIONER LITCHFIELD at this point read from the Board's rules of procedure. "Even as a complaint, however," he said, "this would amount to nothing if the railway refused to answer it. That's my idea after giving considerable study to the matter."

MR. LEEDS: Well, gentlemen, it is very evident from reading the law that it is only a small portion of your duties to hear such complaints as are made before you. It would certainly be an unjust proposition for the Commission to enact a law [referring to the rules of procedure just read by Litchfield] that would prevent the carrying out of the purposes for which you were elected and the intent of the law by which the Board was created. If a complaint be made your Board must hear it. But, as I regard it, your duties extend beyond the mere hearing of complaints. If you are satisfied that the tariffs as charged are unreasonable or discriminative, it is your duty under the law to take cognizance under the law and correct them. My purpose in the letter I submitted to you to-day, was to show that the tariffs not only are unreasonable, but are also discriminative within themselves. For myself, I do not think any more is required of me as the representative of the Traffic Association, than to convince you of the fact that it is your right under the law to go ahead and correct existing schedules, and that without a formal complaint having been made. A decision made by your Board in such a manner would be as binding as one made on the matter brought up by a complaint. As regards my knowledge of the railway business, I should be most happy to give you the benefit of my experience at any time you desire it.

COMMISSIONER REA: But it would be unjust to the railroad people if we made a decision in this case without giving them a hearing.

COMMISSIONER LITCHFIELD: Yes, and simply on *ex parte* evidence, too.

COMMISSIONER REA: I think the railway ought to have a chance. I see your position, Mr. Leeds, but I will not take that position. Your duty and the duty of the Traffic Association is plain to understand. If you will verify this complaint now, I will gladly, for one, take action, and it will go to the people. The people are bound to take it up, and if we do not do our duty the next Board will. It would be unjust to the railroad to form a tariff on *ex parte* evidence. Knowing that you have knowledge of the facts, I think that the railroad should have a chance to be present. If you want to verify your complaint I shall be glad to hear not only concerning the grain tariff, but also about the tariff on other commodities. The matter is of too much importance for the State to permit the State to be a prosecutor. I think that you should present the facts. The tariff will be regulated. It is only a matter of time. It will be done by the next Board, if this Board fails to do its duty.

Mr. Leeds refused to verify his complaint, whereupon the Commission adjourned.

REPLY OF COMMISSIONER REA TO TRAFFIC MANAGER LEEDS' COMMUNICATION.

J. S. Leeds, Manager of the Traffic Association of California, having addressed to the Board of Railroad Commissioners a communication upon the subject of the freight rates of transportation companies within the jurisdiction of the Board, and said communication having been placed on file, and the matters therein contained having been duly considered, it is ordered that the following conclusions be filed and made a part of the records of this Commission:

The Commissioners agree with that portion of Mr. Leeds' communication which declares that the Commissioners have the power, and that it is their duty, to establish rates of freights and fares within their jurisdiction. The language of the Constitution upon this point is clear and unmistakable. Section 22 of Article XII of the Constitution declares that: "Said Commissioners shall have the power, and it shall be their duty, to establish rates of charges for the transportation of passengers and freight by railroad, or other transportation companies, and publish the same from time to time, with such changes as they may make." This sentence from the organic law would seem to be susceptible of but one construction, and that the one which the Commissioners concur with Mr. Leeds in placing upon it. It was the evident purpose of the framers of the Constitution to go beyond the provisions of the Statutes of 1876 and 1878 creating Commissioners of Transportation, and defining their powers and duties, and to endow this Commission with powers, and impose upon it duties, which the Commissioners of Transportation did not possess. It is not upon the existence of these powers and duties that we disagree with Mr. Leeds, but upon the time, extent, and manner of their exercise.

A consideration of the whole of Section 22 of Article XII of the Constitution will show to any unbiased mind that the Board of Railroad Commissioners is essentially a judicial body; that while it is the creation and the servant of the people of California, it is so in the same sense and to the same extent that the Courts of the State are the servants of its people. Every sentence and every intendment of the Constitution favors this view of the position and powers of the Commission, and forbids any other attitude on the part of its members than that of impartial arbiters between the transportation companies on the one side and the producers and shippers of produce on the other. The very section of the Constitution which declares it the power and duty of the Commissioners to establish rates of freights and fares, provides that such rates, when established, shall have the effect of a judgment in a Court of law.

If the conclusions of the Commissioners are to have such an effect, it is evident that in their deliberations which result in those conclusions, that they should occupy the position of judicial impartiality. It is not to be understood, however, that the Commission claims that the proper exercise of its judicial functions requires it to sit still in its office and always await complaints of burdensome freight or fare charges, or of unjust discriminations between shippers, or commodities, or localities, on the part of transportation companies. Neither this Commission nor the Commissions of the past have taken this view of their powers or duties, or of the manner of their exercise. On the contrary, every Commission since the Constitution was adopted has, upon its assumption of office, established and enforced schedules of freights and fares, which schedules they have, from time to time, revised and amended as the facts showing such revision proper have been brought to their attention. It is not claimed by this Commission that the schedules either of past Commissions or of its own have been models of wisdom, or of equity, in the solution of the vast and tangled problem of transportation tariffs for the great State of California. It is beyond all reason to expect that they could be so.

This Commission, upon its assumption of office, found itself face to face with a duty more delicate in its nature, more weighty in its consequences, and more intricate in its details than that imposed upon any other department of the State. It was the duty of adjusting transportation tariffs. The magnitude and delicacy of this duty may be estimated from two points of view: first, from the standpoint of the producers, and second, from that of the transportation companies. Viewed from the first standpoint, it will be seen that every industry in the State of California must be affected, either directly or indirectly, by the transportation tariffs of produce and persons. These tariffs form a portion of the warp and woof of the whole industrial system of the State, and the ultimate prices and profits of all products depend upon them.

For the last quarter of a century the industrial system has been growing and spreading, and with and as a part of its development has also grown and spread the system of transportation which forms the main medium between the fields and factories of California and the markets for their produce. It must be manifest that, viewed from the standpoint of the producer, the transportation tariffs should be revised with caution, intelligence, and impartiality, and with the probable effect of each change upon every industry in the State in view. From the standpoint of the transportation companies the same conclusion is attained.

The transportation companies of California are themselves foremost among its industries. Their property is spread over its surface from boundary to boundary. They have invested a vast amount of capital; they consume a large quantity of produce; they

employ regularly an army of people, and distribute annually an immense sum of money through the communities of the State. In the consideration of the problem of freights and fares, account must be taken of this capital invested, this produce consumed, this labor employed, and this money expended, and the Commission ought only to make such a reduction of their charges as shall leave to them a fair return upon their investment. To do otherwise; to attempt to act arbitrarily; to undertake horizontal reductions or sweeping revisions without reference to these principles, would only react injuriously upon the industries of the State, and bring the officials attempting it into well merited contempt and disgrace. This Commission, upon its entry on its official service, received from its predecessor the records of the service of past Commissions under the Constitution, and of the Commissioners of Transportation before the new Constitution was framed. It found the schedule of freights and fares fixed by the former Commission in operation. It became possessed of the data from which that schedule had been prepared. It assumed then, as it asserts now, that it had the power, and that it was its duty to establish a schedule of transportation rates, and to the best of its then information and ability it established such a schedule. From time to time, since that schedule was established, this Commission has made changes in its details as complaints have been laid before it of specific industries or specific localities which were entitled to relief. In the performance of its labors the Commission has found itself confronted with two facts which made its duties vastly more difficult than they would otherwise have been. The first of these is the perfect organization of the transportation companies, and their possession of officers and agents skilled in all the secrets and subtleties of the subject of transportation. These officers and agents have been educated to the trade of transportation by years of experience in this and other States, where the regulation of railways has been tried. They know every trick of numbers, and every sophistry of computation employed by transportation companies to secure such tariff schedules as shall be most advantageous to their interests.

They understand how to prepare statements, array figures, and submit tables which, while apparently fair and honest, are in fact a delusion and a snare. They have devoted all their energies and abilities for years to the art of preventing the people from securing at the hands of Railroad Commissioners a revision of transportation rates which would affect the profits of their employers, and for their services they are paid princely salaries by the transportation companies.

This Commission realizes that in its efforts to establish transportation rates, whether undertaken at its own instance or upon the formal complaints of producers, it has been hampered and deceived by the misleading facts and figures and statements and sophistries of the traffic agents of the transportation companies produced before it under the cloak of candor as a basis for its conclusions. In the organized, vigilant, subtle, and persistent efforts of the transportation companies to defeat the purposes of the Commission, it has its most serious obstacle to the establishment of a schedule which would be just to the industries and satisfactory to the people of the State of California.

The other difficulty which the Commission has found in its way, has been want of unity and of organization among the producers of the State. There have been occasional outbursts of energy in particular localities, and spasms of activity among the representatives of special industries, but there has never been, at least until the present time, any general and intelligent organized effort from the side of the producers to aid the Commission in the establishment of a schedule of freights and fares.

In view of the thorough organization of the transportation companies on the one hand, and of the lack of any general or intelligent organization of the shippers on the other, the Commissioners have of necessity had to grope their way and to grant relief in isolated cases, instead of essaying such a general and complete revision of transportation tariffs as the interests and industries of the people of California require. This Commission is pleased to note, however, that the above conditions have been changed by the formation of what is known as "The Traffic Association of California." This is a combination of shippers and producers representing many industries, and apparently well organized for the purposes it has in view. It has employed a traffic manager at an annual salary almost equal to the combined salaries of the whole Commission. Mr. Leeds is that high-priced official. He is doubtless the man best fitted for the place he occupies on account of his well-known ability and his long training in the art of regulating freights and fares. Mr. Leeds, we are informed, has been for years an employé of railroads and of combinations of railroads in the capacity of traffic agent, and is familiar with all the subtleties, and sophistries, and confidences of his former employers. Having been so long interested on the side of the carrier he is doubtless able to bring to the side of the shipper and producer an accumulation of skill and knowledge which will be most useful to the Traffic Association of California.

This Commission welcomes the fact of the formation of the Traffic Association, and of its employment of so able and skillful a representative as Mr. Leeds. At last the time is ripe for such a revision of the freights and fares of transportation companies as shall give satisfaction to the people of the State of California, without doing injustice to the transportation companies. Such a revision, if undertaken by this Commission, should be most complete. It should not affect one industry, or one product, or one class of shippers alone, but should embrace every industry, every locality, every product, and every producer of the entire State. This Commission has the power to make this revision, and is ready to exercise it as soon as the proper conditions exist and the proper facts are before it. It is in the power of the Traffic Association of California and of its manager,

Mr. Leeds, to create those conditions and present those facts. All of the data necessary to present to this Commission a detailed statement of the alleged excessive rates and unjust discriminations of the transportation companies are at Mr. Leeds' command. The facts and figures showing the cost of construction, the expenses of operating, the profits and losses of the transportation companies of California are an open book to Mr. Leeds. With his experience in the niceties of railroad bookkeeping, he should have no difficulty in detecting and pointing out the sophistries of agents, and advising this Commission what rates are fair and just.

As yet, however, Mr. Leeds has not embraced his opportunity. His communication filed with this Commission does not pretend to deal with details. It is general in all its statements, and its character as a complaint is distinctly disavowed. If it is the purpose of Mr. Leeds to ultimately place before this Commission such a formal, full, and verified complaint as he doubtless has the ability to do, this Board will find no fault with his preliminaries, but will rather applaud than condemn his efforts to awaken public interest and unite the producers of the State in sympathy with the purposes and efforts of the Traffic Association. This Commission is as anxious as Mr. Leeds to have public interest all over the State excited and organized with reference to the important subject of freights and fares. When that desired end is accomplished, and the producers of California and the transportation companies of California stand face to face, each thoroughly organized, with the most adept and astute agents and representatives the country can supply, this Commission will be more than pleased.

Between these two opposing interests, each seeking its own advantages, the Board of Railroad Commissioners will occupy the position intended for it by the framers of the Constitution, and for its conclusions judicially and impartially arrived at, its members will be responsible to the people of the State of California.

This is the precise position which this Commission intends to occupy in the impending clash of interests between the transportation companies and the Traffic Association of California. It is upon this point that the Commissioners disagree with Mr. Leeds. He has taken the position that the Commission should ally itself with the Traffic Association, and occupy the position of prosecutor of the transportation companies. If the attitude of Mr. Leeds before this Commission had been one of entire fairness and candor, his views upon this point might be deemed worthy of consideration; but such has not been the case, as a reference to the recent proceedings before this Commission will show. When Mr. Leeds was before the Commission during its consideration of the Sneath matter, he insisted that it was the duty of the Board to establish one general rate per ton per mile for each commodity over the whole State. His attention was then called to the fact that the adoption of such a rule would result in driving the Colusa and Lake Railroad out of business. Mr. Leeds' reply to this information was that the general rate should be established, even though the result was to drive the small transportation company to the wall, and deprive the localities it served of transportation facilities.

As authority for this position, which is thoroughly in keeping with the views and interests of the great transportation companies, Mr. Leeds referred us to the State of Kansas, and to the rule adopted by the Kansas Commission. In his recent communication Mr. Leeds further referred to Kansas; compared the wheat tariff of that State with that of California, and filed a detailed statement containing his comparisons. Mr. Leeds, however, failed to show in either his communication or his statement, whether or not the conditions are so similar between transportation in Kansas and in California, that the grain rates of the former State ought justly to be accepted as a standard for the grain rates in this State. To sustain his position in this respect, also, he refers to the Kansas Commission; and that his attitude in both instances is disingenuous and unfair, may best be shown by an extract from the last official utterances of the authority to which he refers. The Kansas Commission has more clearly than any other in the Union enforced the fact of the individuality of the railway systems of different States, and even of the individuality of single lines within the same State. The following extract from the reply of the Kansas Commission to the United States Senate committee's inquiries as to interstate commerce rates, contains its views upon these subjects, and it will be seen that they are totally at variance with the views of Mr. Leeds:

"Rates of charges upon railroad traffic, when they become the subject of public or State interference, should, in order to conform with the common law requisite of reasonableness to the carrier as well as the shipper, have relation to the cost of construction and of bringing their works up to their present condition, in all cases at least where the expenditure for betterments or cost, subsequent to original construction, have become capitalized in the debt or stock of the road; the volume and character of traffic, both local and interstate, which each road is able to command; the expenses incident to the operation and management of the works, and the amount of net revenue from the business available to meet the necessary or fixed charges, and to answer reasonable demands upon the company for fair dividends to stockholders."

To fix maximum rates without reference to these elements and conditions would involve the exercise of arbitrary power on the part of the State, and in so far as it defeated the fair and just expectations of those whose means had been invested in these important enterprises, they would suffer a despotic invasion of their legitimate interests. Such is the diversity of conditions existing among the numerous railroads of the country engaged in interstate traffic, both in respect to physical condition, character, and amount of business, and their respective abilities to earn money, each road,

in fact, possessing a development peculiar to itself, that any attempt, either by Congress or a Commission under its authority, to establish maximum rates for the regulation of interstate traffic, would result in fixing rates sufficiently high as to enable the less favored class of roads to operate under them without detriment to their permanent prosperity; and this would be necessary if the principle of reasonableness of rates were to prevail, in which case the rates would be wholly inoperative and furnish no criterion to the more favored class of roads of the amount to be charged for a service rendered, or else would result in prescribing rates which, though not unfair to the last named class, would be unjust to the former class of roads.

A result so undesirable could only be obviated by establishing a separate tariff for each of the numerous roads in detail, adapting the tariff to the situation and conditions existing upon each line. This would be a work of such gigantic proportions that no single body of men, no matter how expert they might be in the work, could undertake it with the slightest hopes of success.

In the same report the Commission declares that the rate fixed upon cereals in the Mississippi Valley, if applied to the whole volume of transportation, would consign every road engaged in the business into bankruptcy.

There is another position which Mr. Leeds insists that this Commission should occupy, and with which we do not entirely agree. He contends that this Commission ought, of its own motion, and without the filing before it of a specific complaint, to make frequent changes in its established schedule of freights and fares. That such a course is within the powers of the Commission, we have no doubt. As we have already stated, the Commission established, upon its entry into office, a schedule of transportation tariffs, and have from time to time made changes therein. Such changes, however, have been made, and ought to be made cautiously. This Commission has taken the position that a most essential element in commercial prosperity is stability, and that for this Commission to assume to frequently change transportation rates, either upon specific commodities or upon produce at large, upon mere rumors or indefinite complaints, would be to destroy the stability of prices and profits throughout the entire industrial system of our State, and thus overbalance all of the advantages which might otherwise flow from such changes.

This Commission is prepared to exercise its powers in the thorough revision of transportation rates for the State of California. It finds itself occupying a position between the two well-organized interests of the transportation companies and the Traffic Association, each completely equipped with the arguments and the agents to present their respective rights. It is unnecessary for this Commission to proceed upon public rumors or general and unverified complaints. It would be a grave offense for the members of this Commission to become the ally of either the transportation companies or the Traffic Association. That the powers of this Commission are about to be called into exercise seems probable, from the widespread public interest in the subject and from the organization and attitude of the Traffic Association of California. That the impending revision of freights and fares ought to be the most complete and equitable ever undertaken or accomplished by this or any previous Commission, appears evident to the members of this Board. That the Commission, before entering upon a duty of this magnitude, should have before it an exact and verified complaint, setting forth the facts sufficient to form a basis for its proceedings, should be plain to every unbiased mind. That such facts, if they exist, and there is a widespread opinion that they do, and are in the possession of Mr. Leeds, the able and astute manager of the Traffic Association, the Commission is creditably informed. That the surest and speediest way to get those facts officially before the Commission is the way the Constitution provides. Let Mr. Leeds prepare and present his complaint; let it be as specific as possible and as broad as the occasion requires. The Board of Railroad Commissioners are ready and willing to set in motion all the machinery provided by the Constitution to bring about such a revision in transportation schedules as shall consider and affect every industry and every locality of California, and to let the responsibility for the equity of its conclusions rest, where it belongs, upon this Commission.

JAS. W. REA.

Filed in office of the Board of Railroad Commissioners March 21, 1892.

JAS. V. KELLY,
Secretary.

At the conclusion of the reading of the above opinion, Commissioner Rea moved that the communication of March 14th, submitted to the Commission by Mr. Leeds, together with the opinion just read, be placed on file, and both become a part of the minutes of this Commission. Carried.

OPINION OF COMMISSIONER LITCHFIELD.

The following communication bearing on the subject was submitted by Commissioner Litchfield:

Henry C. Adams, Statistician to the Interstate Commerce Commission, says: "It is not wise to draw conclusions without adequate study, but the thought suggested by the above summary is that uniform rules for the control of railways, should those rules proceed beyond general principles of universal application, would be of doubtful utility; and it further suggests the necessity of statistical investigation into the economy of railway management and the condition of railway competition more comprehensive and more minute than any that has yet been undertaken."

This is the observation of a man of national reputation as a political economist and statistician with reference to his own exhibits, and is given as a warning to the Interstate Commerce Commission and to Congress.

Now, this is just where I stand in regard to the question of fares and freights; *i. e.*, I will not draw conclusions without adequate study and statistical investigation into the railway management and the conditions of railway competition in all of its bearings.

The rates for transportation of freight and passengers in this State have been duly established by our predecessors in this office, and, having been so established, I do not think it is the duty of this Board to change these rates without some proof that they are unjust and unreasonable; and I do not consider that the mere assertion of any man, no matter what his reputation may be, is sufficient proof that the established rates are unjust and unreasonable, and that a reduction should be made without considering the circumstances and conditions affecting the cost of transportation, especially so when the person making the assertion refuses to make an affidavit whereby the evidence on both sides of the case may be heard.

We have been told what the law of the State is, and what constituted our duties, by communications that would lead one to presume that we had never read the law.

I have failed to find anything in the law of this State that requires us to change the existing rates established by law at the request of any and every man that may assert that they are unjust and unreasonable without producing any proof to substantiate his charge.

J. M. LITCHFIELD,
Commissioner Second District.

Commissioner Beckman moved that the same course be followed with Commissioner Litchfield's communication as with those of Commissioner Rea and Mr. Leeds. Carried.

THE BOARD RETURNS A COMMUNICATION FROM MR. LEEDS.

On the 28th of March, 1892, a communication was received from J. S. Leeds, manager of the Traffic Association of California, on the subject of "Powers and Duties of the Commission," which was couched in terms of such discourtesy that the same was returned to him as an improper document, both in form and substance, for the files of the Commission.

A LETTER FROM THE BOARD TO THE TRAFFIC ASSOCIATION.

On the 4th of April the Commission forwarded the following letter to the President of the Traffic Association of California:

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS OF CALIFORNIA, }
SAN FRANCISCO, April 4, 1892. }

To the Executive Committee of the Traffic Association of California:

The Board of Railroad Commissioners of the State of California beg leave to direct your attention to the official statement of the Commissioners, as to their powers and position with reference to the revision of transportation schedules within the jurisdiction of the Board, filed and made a part of the records of the Commission on March 21, 1892, a copy of which statement is hereto attached.

On the 28th of March, 1892, J. S. Leeds, purporting to act as the representative of the Traffic Association of California, came before this Board with a communication upon the subject of its powers and duties, in which he assumed to criticise the position of the Commission, and impugn the motives of the members which compose it. This communication was returned to Mr. Leeds, for the reason that it was couched in terms of such discourtesy to the Commissioners, and filled with such garbled, unfair, and misleading extracts from their official statements, as to make it an improper document, both in form and substance, for the files of this Commission.

We are slow to believe that Mr. Leeds represents the attitude of the Traffic Association of California toward the members of this Board, or its views as to the disposition of the

Commission in the impending revision of transportation charges. The Board of Railroad Commissioners has announced its entire readiness to proceed with a thorough and general investigation of transportation rates, and to make such a sweeping and comprehensive revision of the traffic schedules as may be required in justice to all of the industries and localities of California, whenever the machinery for its action is set in motion by or on behalf of the Traffic Association. The constitution of your organization states as its leading purpose, that "of regulating traffic by overcoming, through united effort, discrimination, inequality, and excessive carriage charges." If this is *in fact* the purpose of the Traffic Association of California, it will find this Commission in accord with it as soon as the Association comes before it in the manner suggested by its official statement, and with the courtesy which the position of the Commission as a department of the State Government requires.

If, however, the purposes of the Traffic Association are other than that stated in its constitution, if its members and its manager have some other motive in seeking to set in motion the powers and processes of this Commission than that of procuring a general revision of traffic schedules for the benefit of all the industries and localities of California, the Board of Railroad Commissioners are entitled to candor from the Traffic Association, and to know just what its real objects are. It has been frequently asserted by the merchants and the press of the interior that the Traffic Association was not formed to promote the interest of the trade and traffic for the whole State of California, but only for the benefit of the merchants of San Francisco, as against the other terminal points of transportation in the interior of the State.

It has been brought to the attention of the Commissioners that the membership of the Executive Committee of the association is drawn mainly from the mercantile houses of San Francisco, and that such other terminals as San José, Stockton, Los Angeles, and Sacramento have merely perfunctory representation in the association. The press and the merchants of these terminal points claim that the real object of the Traffic Association is to promote the commercial interests of the wholesale houses of San Francisco, and that its purpose in coming before this Commission is to compel the transportation companies to return to the former condition of trade when San Francisco was the only terminal point of traffic in the State; when the railroad companies were able to wring double and treble freight charges from the tradesmen of interior cities, thus placing them at the mercy of the wholesale merchants of the metropolis. If the Traffic Association of California has any such object in view, if its real though hidden purpose is to procure the withdrawal of terminal advantages from the towns of the interior and to reestablish San Francisco as the only terminal point of transportation in California, it may expect no aid from the Board of Railroad Commissioners to attain its ends. It is the belief and experience of this Commission that the creation of terminal points at the various towns in the interior has been very beneficial to those localities, and it will lend assistance to no scheme, whether it emanates from the Traffic Association or the transportation companies, which looks towards the removal or decrease of these terminals.

In view of these premises the Commission suggests to the Traffic Association that it place itself before the Commission and before the people of the State of California candidly and fairly with reference to its real purposes; that it define its objects and state in a proper and verified complaint the "discrimination, inequality, and excessive carriage charges" which it wishes the Commission to correct, with the assurance that its honest efforts in the attainment of these ends will be furthered by this Commission to the full extent of its constitutional powers.

JAS. W. REA,
WM. BECKMAN,
Commissioners.

MOTION AND STATEMENT OF COMMISSIONER REA.

Mr. Rea moved that his communication be filed as a part of the records of the office, and that a copy be transmitted to the Executive Committee of the Traffic Association of California. Mr. Rea said:

In making this motion I have two objects. The first is that I want the members of the Traffic Association, if they are honest, to understand the attitude of the Board. This is that the Board will hear any grievances that the Traffic Association has to present, with the assurance that they will receive exact justice. My second reason is that I do not propose that the motives or the position of the Commission shall be misunderstood by the people. I do not propose to be made a cat's-paw by the Traffic Association. If the members of the Traffic Association are honest, and are not guilty of motives attributed to them by the merchants and press of the interior, let them say so by coming fairly before the Commissioners with their complaint. Mr. Leeds said before the meeting of the Commissioners last week, that it was no credit to me that I did not know what is wanted by the Traffic Association. I am trying the best way to find out. The Traffic Association's Executive Committee will meet next Wednesday. If this communication is received in the spirit in which it is sent, the State will know it; but if it is not received in this spirit, and it is proposed to encourage Mr. Leeds in his gyrations before this Board, I will find out a way to learn that. The people are determined to find out what the meaning of the Traffic Association is. The Constitution gives the Rail-

road Commissioners ample power. I propose to move here, if necessary, to subpoena every member of the Traffic Association, every member of the railroad company, and every one who has any facts. Mr. Leeds has stated his proposition to leave this Commission to its fate. The Commission does not propose to be left. It is too big a factor to be left by the Traffic Association or by Mr. Leeds. Any one who professes to have superior information will find that the Commission has power to call him back.

Mr. Rea's motion was adopted, and the statement was signed by Messrs. Rea and Beckman, but not by Mr. Litchfield. The statement was then placed on file.

Mr. Litchfield said that some things in the communication he approved, and he believed the Traffic Association is working in good faith, but he also thought that a wrong course had been taken by an attempt to smirch the Commission in advance. He thought that Mr. Leeds had made a mistake.

COMMUNICATION FROM MR. LEEDS.

OFFICE OF THE TRAFFIC ASSOCIATION OF CALIFORNIA, }
SAN FRANCISCO, April 4, 1892. }

To the honorable Board of Railroad Commissioners of California:

I hand you herewith some further comparisons as between the rates imposed within your jurisdiction and those in force under current tariffs of the Burlington and Missouri River Railroad in Nebraska, which shows a marked difference greatly against this State. As you will note, the Coast Division of the Southern Pacific road is the ground chosen, where the rates are much lower than upon other portions of that system within this State. It must be apparent to you from these showings made, that the rates in California are unjust and unreasonable in the extreme, and that they are such as to prevent to a very great degree the free and profitable commercial intercourse between points in the State. Considering all of the conditions which should enter into the question of making rates, it is evident that they are rather against than in favor of the territory with which I have made the comparisons that have been submitted to you.

I desire to add further that the comparisons which I have thus far made and directed your attention to have been with the rates in effect between points on the bay of San Francisco and the interior of this State, which rates, your Board is doubtless aware, are even lower, if any difference exists, than those between other points in the State, particularly so with reference to the Coast Division, where they were originally fixed on a competitive basis with another road and with the sea.

I trust you will see your way clear to take cognizance of these matters to which I have repeatedly invited your attention; or do you still want further evidence of the great disparity which exists against this State with reference to similar service in other portions of this country before you will take the action as is provided under the Constitution? The law is certainly very plain as to your duties in the premises; the public is fully convinced as to the conditions which exist, and expect some vigorous action at your hands, and that without any further unnecessary delay.

Very respectfully yours,

J. S. LEEDS,
Traffic Manager.

This, with the comparative schedule (pp. 68 to 71) accompanying, was, on motion of Commissioner Beckman, placed on file.

COMMUNICATION FROM TRAFFIC ASSOCIATION.

The following communication was received from President Stetson, of the Traffic Association, in reply to the Commissioners' communication of April 4th, which was ordered spread upon the minutes of the Board:

OFFICE OF THE TRAFFIC ASSOCIATION OF CALIFORNIA, }
SAN FRANCISCO, April 6, 1892. }

To the honorable Board of Railroad Commissioners of California:

GENTLEMEN: Your letter of April 4th, with inclosure, is at hand. There seems to be but two or three points which require attention at the hands of this committee, the balance being contingent upon the establishment of the facts as therein stated:

First—The rejection by your Board of a letter under date of March 26th from our Traffic Manager, J. S. Leeds, upon the ground that it was an improper document in form and substance, and unfair to your Board, and that you were slow to believe that Mr. Leeds represented the attitude of our association toward your Board.

Second—Your endeavor to impugn the motives of the Traffic Association upon evidence

which comes in the shape of assertions made by the press of the interior of the State, to the effect that this association was not formed in the interest of the whole State, but was formed to compel the transportation companies to return to the time when the railroad was able to wring double and treble freight charges from the interior merchants, and that your Board will extend no aid in the accomplishment of such a purpose, if such be the aim of the Traffic Association.

Third—You assert that you are entitled to candor at the hands of this association, and want to know its real objects.

Fourth—That your Board is ready to proceed with a thorough revision of the transportation schedules in the State, and to make sweeping reductions whenever the Traffic Association will set the machinery in motion, which constitutes an admission that they are now too high, your Board having previously declared that such was the case.

The communications which have been addressed to your Board from time to time by our Traffic Manager, J. S. Leeds, have the full and unqualified indorsement of this committee and of this association. The letter of March 26th, which you returned, was not then, nor is it now, considered by the Executive Committee as an improper document for the files of your honorable Commission, but was an earnest and urgent appeal to your Board, as public servants, to perform a duty imposed by the organic law of the State.

A close scrutiny of your letter would seem to reveal a purpose on the part of your Board to array the interior against the city of San Francisco by indulging in special pleading, by speculating as to what may or may not be the purposes of the Traffic Association with reference to through traffic and terminals, a question which does not come within the purview of the official duties of your Board. You are plainly endeavoring to escape the performance of a duty under the law by assuming that the press of the interior of the State has assumed that the Traffic Association desires to treble the freight charges in the country. It is our belief that this emanates entirely from newspapers under the control of the railroad company. We are astonished that you should consider such a proposition for one moment, much less to write a letter to this association asking if it were true. We have never deemed it necessary to scan the interior press generally in order to obtain a standard by which to measure the purposes or official acts of your honorable Commission, and think it decidedly out of place for you to attempt to arraign this body upon information from the source whence your inspiration emanates, when you were in possession of the constitution of this association, which fully sets forth its purposes.

For your official information we will add that the abolishment of terminals other than San Francisco is a proposition which has never been contemplated nor attempted by this association. Nothing has been asked by this association at the hands of your Board in the interest of San Francisco which has not been urged with equal force for the whole State. It has not been made clear to this committee in the letter of your Board by what method of reasoning you arrive at the conclusion that a general reduction in local rates throughout the State will redound to the exclusive benefit of San Francisco, or in fact wherein it would change the relations existing between what are known as terminals. If a reduction in the local rates will not operate to the benefit of the entire State, we would be glad to be enlightened as to what will.

That you may thoroughly understand the purposes and objects of this association, we commend to you Article III of our Constitution, which reads as follows:

"The objects of this association shall be for the purpose of regulating traffic, that the interests and resources of our State may be developed by overcoming, through united effort, discrimination, inequality, and excessive carriage charges; to foster our commercial interests and industries by developing new territory for our merchants and producers, to distribute their goods, products, and manufactures; also, to enhance the commercial prosperity of the State of California by encouraging the building of canals, improvement of watercourses and rivers, competitive systems of railroad and steamship lines, and such further purposes as may tend to develop the interests of our State."

There is nothing therein mentioned looking toward the abolishment of terminals. Whatever good we may be able to accomplish for our association is for the purpose of benefiting the State of California. Our merchants are identified with every great industry in the State of California, and we are unable to conceive how we would be able to carry through any scheme such as you have intimated without working an injury to ourselves.

There are but two sides to the controversy with your Board. The rates of transportation in the State are either too high or they are not. If too high, your duty is plain under the law; not only plain, but imperative.

If you choose now, in the face of the overwhelming proofs which we have given you of the great disparity between the rates in this State and other portions of this country, and which you can verify if you choose, to still decline to set the machinery in motion, as you are pleased to term it, the responsibility rests with your honorable body, and you must answer to your constituents.

Respectfully,

JAMES B. STETSON,
President of the Traffic Association of California.

Attest: THOMAS J. HAYNES, Secretary.

Filed in office of the Board of Railroad Commissioners, this eighteenth day of April, 1892.

JAS. V. KELLY,
Secretary.

COMPARATIVE STATEMENT OF RATES ON COMMODITIES FROM SAN FRANCISCO TO POINTS ON THE SOUTHERN PACIFIC COMPANY'S LINES IN CALIFORNIA, AND POINTS IN NEBRASKA ON THE B. & M. R. R. IN NEBRASKA—LIKE DISTANCES FROM OMAHA.

Commodity.	Pajaro, Cal., 99 Miles.			Fairmont, Neb., 108 Miles.			Soledad, Cal., 143 Miles.			Hastings, Neb., 151 Miles.		
	Class.....	L. C. L. per 100 lbs.....	C. L. per Ton.	Class.....	L. C. L. per 100 lbs.....	C. L. per Ton.	Class.....	L. C. L. per 100 lbs.....	C. L. per Ton.	Class.....	L. C. L. per 100 lbs.....	C. L. per Ton.
Agricultural implements, not including hand implements, N. O.	2		\$4 60	A		\$3 20	2		\$7 20	A		\$5 00
S., set up	3-1	\$0 74		D 1	\$0 70		3-1	\$1 02		D 1	\$1 02	
Fanning mills	3-1	74		1	35		3-1	51		1	51	
Feed cutters	1½	37½		3	35		1½	60		3	38	
Horse-powers	D 1	50		1½	27		D 1	76½		1½	76½	
Heading machines (grain), K. D.	3-1	74		2	52½		3-1	80		2	45½	
Harrows, set up, with teeth	D 1	50		1	31		D 1	80		1	51	
Harrows, K. D., in bundles, teeth removed	D 1	50		3	35		D 1	80		3	38	
Harvesting machines, self-binding, set up	D 1	50		2	27		3-1	1 07		2	45½	
Harvesting machines, K. D.	3-1	74		1	31		3-1	1 07		1	51	
Hayforks, horse	3-1	74		1	35		D 1	80		1	57	
Horse rakes, wood or iron	D 1	50		3	35		D 1	80		3	38	
Mowers, N. O. S., set up	D 1	50		3	27		D 1	80		3	38	
Mowers, wheels on or off, other detachable parts removed	D 1	50		1	35		D 1	80		1	57	
Plows, N. O. S., set up	1½	37½		3	35		1½	60		3	38	
Plows, K. D. and crated	3-1	74		D 1	70		3-1	1 07		D 1	1 02	
Plows, gang, shovel, and sulky, set up	3-1	74		D 1	70		D 1	1 07		D 1	1 02	
Potato diggers, set up	D 1	50		1	35		D 1	80		1	51	
Potato planters, K. D., small parts in bundles	D 1	50		3	35		D 1	80		3	38	
Reapers, set up	D 1	50		D 1	27		D 1	80		D 1	1 02	
Rollers, field	3-1	74			70		3-1	1 07				
Seed drills (seeders), N. O. S., set up												
Thrasher, separator, clover huller, or corn sheller, one, set up, with or without horse power, requiring flat car; Western classification: min. wt., 5,000 lbs.; S. P. Co.'s classification: min. wt., 20,000 lbs.	2		4 60	A		3 20	2		7 20	A		5 00
Agricultural implements, parts of, clevises, in boxes or barrels	1	25		4	25		1	40		4	30	
Iron castings, loose	D 1	50		1	35		D 1	80		1	51	
Iron castings, in boxes or barrels	1	25		4	25		1	40		4	30	

Cutter bars, in bundles	D 1	50	1	35		D 1	80	1	51
Plow points, shares, coulters, wings, or moldboards, iron or steel, loose	D 1	50	3	27		D 1	80	3	38
Plow points, shares, coulters, wings, or moldboards, iron or steel, in boxes or casks	1	25	4	25		1	40	4	30
Rake teeth, iron or wood, in bundles	D 1	50	3	27		D 1	40	3	38
Teeth, cultivator, drag or harrow, in barrels or boxes	1	25	3	25		1	40	4	30
Corn planters, hand	3-1	74	1	35		3-1	1 07	1	51
Rakes, wooden (hand)	3-1	74	1	35		3-1	1 07	1	51
Reaping sickles, in bundles	D 1	50	1	35		D 1	1 07	2	45½
Rollers, garden and lawn	3-1	74	2	31		3-1	1 07	1	51
Scythes, in bundles	D 1	50	1	35		D 1	80	1	51
Scythe snaths	D 1	50	1	35		D 1	1 07	1	51
Apple driers	Max.	74	D 1	70		Max.	1 07	D 1	1 02
Apple parers, crated or boxed	1½	37½	2	31		1½	1 07	2	45½
Awnings and awning frames	3-1	74	1	35		3-1	1 07	1	51
Billiard tables, boxed or crated	D 1	50	1	35		D 1	80	1	51
Bone dust	5-1	25	3 00	25	2 60	5-1	4 40	B 4	3 60
Brick, common	5-1	25	3 00	25	1 40	5-1	4 40	E 4	3 1 50
Brick, fire	3-1	25	4 20	25	1 80	3-1	4 00	D 4	3 2 20
Brick, pressed	4-1	25	3 40	25	1 80	4-1	4 00	D 4	3 2 20
Brooms	D 1	50	1	35		D 1	50	1	57
Burial cases and coffins, N. O. S., boxed	D 1	50	2	31		D 1	80	2	45½
Fruit cans, crated	3-1	74	2	31		3-1	1 07	2	45½
Crockery, in crates or casks	3-D 1	50	5-4	25	4 00	3-D 1	6 00	5-4	5 20
Deer horns, boxed	Max.	74	1	35		Max.	1 07	1	57
Eggs, in cases	D 1	50	2	31		D 1	80	2	45½
Fencing, combination, wood and wire	3-1	25	4 20	25	2 22	3-1	4 00	C 4	3 10
Fertilizers, N. O. S., in packages	5-1	25	3 00	25	1 40	5-1	4 40	E 4	3 1 50
Fish, dried and pickled	1	25	4	25		1	40	4	30
Fish, fresh, packed	D 1	50	1	35		D 1	80	1	57
Frames, picture and mirror, crated	3-1	74	1	35		3-1	1 07	1	57
Game	D 1	50	1	35		D 1	80	1	57
Handles, broom	1	25	4	25		1	40	4	30
Handles, ax, pick, and similar	1	25	4	25		1	40	4	30

COMPARATIVE STATEMENT OF RATES ON COMMODITIES FROM SAN FRANCISCO, ETC.—Continued.

Commodity.	San Miguel, Cal., 207 Miles.			Haldridge, Neb., 206 Miles.			South Margarita, Cal., 236 Miles.			Arapahoe, Neb., 243 Miles.		
	Class	L. C. L. per 100 lbs.	C. L. per Ton.	Class	L. C. L. per 100 lbs.	C. L. per Ton.	Class	L. C. L. per 100 lbs.	C. L. per Ton.	Class	L. C. L. per 100 lbs.	C. L. per Ton.
Agricultural implements, not including hand implements, N. O.	2	\$1 50	\$7 00	A	\$1 28	\$6 00	2	\$1 50	\$9 00	A	\$1 38	\$6 80
S, set up	3-1	1 50		D 1	64		3-1	1 50		D 1	69	
Fanning mills	3-1	75		1	64		3-1	75		1	69	
Feed cutters	1½	1 00		3	52		1½	1 00		3	59	
Horse-powers	D 1	1 50		1½	96		D 1	1 50		1½	1 03½	
Heading machines (grain), K. D.	3-1	1 50		2	59		3-1	1 00		2	59	
Harrows, set up, with teeth	D 1	1 00		1	64		D 1	1 00		1	59	
Harrows, K. D., in bundles, teeth removed	D 1	1 00		3	52		D 1	1 00		3	59	
Harvesting machines, self-binding, set up	D 1	1 00		3	59		D 1	1 00		3	64	
Harvesting machines, K. D.	3-1	1 50		2	64		3-1	1 50		2	64	
Hay forks, horse	3-1	1 50		1	64		3-1	1 50		1	69	
Horse rakes, wood or iron	3-1	1 00		1	64		3-1	1 00		1	69	
Mowers, N. O. S., set up	D 1	1 00		3	52		D 1	1 00		3	59	
Mowers, wheels on or off, other detachable parts removed	D 1	1 00		3	64		D 1	1 00		3	69	
Plows, N. O. S., set up	D 1	1 00		1	64		D 1	1 00		1	69	
Plows, K. D., and crafted	1½	75		3	52		1½	75		3	59	
Plows, gang, shovel, and sulky, set up	3-1	1 50		D 1	1 28		3-1	1 50		D 1	1 38	
Potato diggers, set up	3-1	1 28		D 1	64		3-1	1 28		D 1	1 38	
Potato planters, K. D., small parts in bundles	D 1	1 00		1	64		D 1	1 00		1	69	
Reapers, set up	D 1	1 00		3	52		D 1	1 00		3	59	
Rollers, field	D 1	1 00		D 1	1 28		D 1	1 00		D 1	1 38	
Seed drills (seeders), N. O. S., set up	3-1	1 50					3-1	1 50				
Thrasher, separator, clover huller, or corn sheller, one, set up, with min. wt. 5,000 lbs.; S. P. Co.'s classification: min. wt. 20,000 lbs.	2	50	9 00	A	45	6 00	2	50	9 00	A	49	6 80
Agricultural implements, parts of, clevises, in boxes or bundles	1	1 00		4	64		1	1 00		4	69	
Iron castings, loose	D 1	1 00		1	64		D 1	1 00		1	69	
Iron castings, in boxes or barrels	1	50		4	45		1	50		4	49	
Cutter bars, in bundles	D 1	1 00		1	64		D 1	1 00		1	69	
Plow points, shares, coulters, wings, or moldboards, iron or steel, loose	1	50		3	52		D 1	1 00		3	59	

Plow points, shares, coulters, wings, or moldboards, iron or steel, in boxes or casks	1	50	4	45	1	50	4	49
Rake teeth, iron or wood, in bundles	D 1	1 00	3	52	D 1	1 00	3	59
Teeth, cultivator, drag or harrow, in barrels or boxes	1	50	4	45	1	50	4	49
Corn planters, hand	3-1	1 50	1	64	3-1	1 50	1	69
Rakes, wooden (hand)	3-1	1 50	1	64	3-1	1 50	1	69
Reaping sickles, in bundles	D 1	1 00	1	64	D 1	1 00	1	64
Rollers, garden and lawn	3-1	1 50	2	59	3-1	1 50	2	69
Rollers, in bundles	D 1	1 00	1	64	D 1	1 00	1	69
Scythes, snaths	D 1	1 00	1	64	D 1	1 00	1	69
Scythe snaths	D 1	1 00	1	64	D 1	1 00	1	69
Apple driers	Max.	1 55	D 1	1 28	Max.	1 77	D 1	1 38
Apple parers, crated or boxed	1½	75	2	59	1½	75	2	64
Awmings and awning frames	3-1	1 50	1	46	3-1	1 50	1	69
Billiard tables, boxed or crated	D 1	1 00	1	64	D 1	1 00	1	69
Bone dust	5-1	50	B 4	45	5-1	50	B 4	5 60
Brick, common	5-1	50	E 4	45	5-1	50	E 4	2 50
Brick, fire	3-1	50	D 4	45	3-1	50	D 4	3 20
Brick, pressed	4-1	50	D 4	45	4-1	50	D 4	49
Brooms	D 1	1 00	1	64	D 1	1 00	1	69
Burial cases and coffins, N. O. S., boxed	D 1	1 00	2	59	D 1	1 00	2	64
Fruit cans, crated	3-1	1 50	2	59	3-1	1 50	2	64
Crockery, in crates or casks	3-D 1	1 00	5-4	45	3-D 1	1 00	5-4	49
Deer horns, boxed	Max.	1 55	1	64	Max.	1 77	1	69
Eggs, in cases	D 1	1 00	2	59	D 1	1 00	2	64
Fencing, combination, wood and wire	3-1	50	C 4	45	3-1	50	C 4	49
Fertilizers, N. O. S., in packages	5-1	50	E 4	45	5-1	50	E 4	2 50
Fish, dried and pickled	1	50	4	45	1	50	4	49
Fish, fresh, packed	D 1	1 00	1	64	D 1	1 00	1	69
Frames, picture and mirror, crated	3-1	1 50	1	64	3-1	1 50	1	69
Game	D 1	1 00	1	64	D 1	1 00	1	69
Handles, broom	1	50	4	45	1	50	4	49
Handles, ax, pick, and similar	1	50	4	45	1	50	4	49

JAS. V. KELLY, Secretary.

Filed in the office of the Board of Railroad Commissioners, April 4, 1892.

COMMUNICATION FROM MR. LEEDS.

OFFICE OF THE TRAFFIC ASSOCIATION OF CALIFORNIA,
SAN FRANCISCO, May 16, 1892.

To the honorable Board of Railroad Commissioners of California, San Francisco, Cal.:

GENTLEMEN: I inclose herewith for your information and consideration, a comparison of rates from the town of Fresno in California, with the rates from the town of Wichita, in the State of Kansas, the comparisons being on 15, 25, 50, 75, and 100 miles, which comparison will probably cover most of the business which would likely be distributed from the local jobbing centers so situated as these two places are.

The comparison shows that for 15 miles the California rate is 10 per cent less than the Kansas rate; for 25 miles it is 8 per cent more; 50 miles, 51 per cent more; 75 miles, 84 per cent more; 100 miles, 95 per cent more, or nearly double the rate, in the aggregate the California rate being 59 per cent more than that in Kansas. I would state for your information that the tariff in Kansas is one promulgated by the Commission of that State, and is not the result of any undue competition between carriers.

There is no maximum rate per ton per mile in the Kansas law, which accounts for the very short distance in that State being a higher rate than in California. You will doubtless notice in handling the local rates in California, that very much of the freight takes the maximum, even up to the very long distances, thereby discouraging the commercial intercourse between points in the State.

Respectfully yours,

J. S. LEEDS,
Traffic Manager.

Filed in office of the Board of Railroad Commissioners, this sixteenth day of May, 1892.

JAS. V. KELLY,
Secretary.

The following is the schedule referred to, showing a comparative statement of rates per one hundred pounds on commodities from Fresno to points on the Southern Pacific Company's lines in California, and points in Kansas on the Missouri Pacific Company's lines for like distances from Wichita:

COMPARATIVE STATEMENT OF RATES ON COMMODITIES FROM FRESNO TO POINTS ON THE SOUTHERN PACIFIC COMPANY'S LINES IN CALIFORNIA, AND POINTS IN KANSAS ON THE MISSOURI PACIFIC COMPANY'S LINES, LIKE DISTANCES FROM WICHITA.

Rates in Cents per 100 Pounds.

Commodity.	Selma, Cal., 15 Miles.		Clearwater, Kan., 16 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Feed cutters	D 1		1	\$0 16
Hay forks, horse	D 1		2	13
Horse rakes	D 1		1	16
Mills, cider and corn	D 1		2	13
Plows, common, set up	D 1		1	16
Plow points, not boxed	D 1	Max. 11¼	3	10
Billiard tables, not crated	D 1		1	16
Broom corn, baled	D 1		1	16
Fruit cans, crated	D 1		2	13
Oil cans, in cases	D 1		1	16
Quicksilver flasks	1	10	4	09
Eggs, well packed	1½	Max. 11¼	2	13
Frames, pictures, and mirrors, boxed	D 1	Max. 11¼	1	16
Charcoal	1	10	3	10
Coke	1	10	4	09
Coal oil, crude or refined, in barrels	D 1	Max. 11¼	3	10
Poultry, dressed	D 1	Max. 11¼	1	16
Crockery, in crates or casks	1		4	
Queensware, in crates or casks	1		4	09
Earthenware or stoneware, in crates or casks	1		4	
Baking powder, boxed	1		3	10
Coffee, green, in sacks	1		4	09
Coffee, roasted, in sacks	1		3	10
Coffee, in cans, boxes, barrels, and drums	1		4	09
Coffee, crated, or in tin cans	1	10	4	09
Coffee, ground			3	10
Rice, in boxes or barrels	1		4	09
Starch, in boxes or barrels			3	10
Sugar, in barrels	1		4	
Syrup, in cans, boxes, or in barrels	1		4	09
Syrup, in barrels or kegs	1		4	
Molasses, in barrels or kegs	1		4	
Hair, plastering, in sacks or barrels	D 1	Max. 11¼	1	16
Hops, baled	1½	Max. 11¼	2	13
Incubators	Max.	11¼	1	16
Iron, band, bar and boiler	1		4	
Iron, for buildings, such as columns, girders, beams, plate, etc.	1		4	
Anvils	1		4	09
Bolts and washers, in boxes, kegs, or barrels	1		4	
Chain, boxed, or in barrels or casks	1	10	4	
Chain, cable	1		4	
Iron castings, boxed	1		3	10
Iron window gratings	1		4	09
Iron hay-bale ties	1		3	10
Horse and mule shoes	1		4	09
Houses, portable (iron), K. D.	1		3	10
Scrap iron	1	10	4	09
Shutters, iron	1		3	10
Stair wood	1		4	09
Ladder steps	D 1	Max. 11¼	1	16
Lead, pig	1	10	4	09
Lime, in barrels	1		4	09
Mineral water	1½	Max. 11¼	3	10
Turpentine, in cases	D 1	Max. 11¼	1	16
Turpentine, in barrels	D 1	11¼	2	13
Vinegar, in wood	1	10	4	09

COMPARATIVE STATEMENT—Continued.

Commodity.	Selma, Cal., 15 Miles.		Clearwater, Kan., 16 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Lumber, and manufactures of—Backing for picture frames	1	\$0 10	3	
Balusters, crated or loose	1½	Max. 11¼	3	
Moldings, carpenters'	1½	Max. 11¼	3	
Casings	1	10	3	
Brackets, cornice	1½	Max. 11¼	3	\$0 10
Frames, doors, and windows	D 1	Max. 11¼	3	
Stair work	1½	Max. 11¼	3	
Scroll work	1½	Max. 11¼	3	
Box lumber	1	10	3	
Eave troughs and gutterings	1½	Max. 11¼	2	13
Lath	1		4	
Pickets	1		4	09
Piles	1		4	
Pipe, N. D. S.	1	10	3	10
Bridge material.	1		4	
Cooperage, K. D.	1		4	
Shingles	1		4	
Stave bolts	1		4	09
Lumber, except foreign woods of value	1		4	
Boilers over 10 and under 30 feet long	1½	Max. 11¼	3	10
Boilers not over 30 feet long	1½	Max. 11¼	1	16
Boilers 30 feet long or over	D 1	Max. 11¼	1½	24
Forges, portable	D 1	Max. 11¼	2	13
Iron balance on water wheels	1½	Max. 11¼	2	13
Mills, portable (burr stone)	D 1	Max. 11¼	1	16
Mills, grain and hominy	D 1	Max. 11¼	2	13
Presses, cider	D 1	Max. 11¼	2	13
Presses, printing, N. O. S.	D 1	Max. 11¼	1	16
Sewing machines, boxed or crated	D 1	Max. 11¼	1	16
Machinery, N. O. S.—S. U.	D 1	Max. 11¼	1½	24

COMPARATIVE STATEMENT—Continued.

Commodity.	Traver, Cal., 26 Miles.		Conway Springs, Kan., 27 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Feed cutters	D 1		1	\$0 23
Hay forks, horse	D 1		2	18
Horse rakes	D 1		1	23
Mills, cider and corn	D 1		2	18
Plows, common, set up	D 1		1	23
Plow points, not boxed	D 1	Max. 19¼	3	13
Billiard tables, not crated	D 1		1	23
Broom corn, baled	D 1		1	23
Fruit cans, crated	D 1		2	18
Oil cans, in cases	D 1		1	23
Quicksilver, flasks	1	15½	4	12
Eggs, well packed	1½	Max. 19¼	2	18
Frames, pictures, and mirrors, boxed	D 1	Max. 19¼	1	23
Charcoal	1	15½	3	13
Coke	1	15½	4	12
Coal oil, crude or refined, in barrels	D 1	Max. 19¼	3	13
Poultry, dressed	D 1	Max. 19¼	1	23
Crockery, in crates or casks	1		4	
Queensware, in crates or casks	1		4	12
Earthenware or stoneware, in crates or casks	1		4	
Baking powder, boxed	1		3	13
Coffee, green, in sacks	1		4	12
Coffee, roasted, in sacks	1		3	13
Coffee, roasted, in cans, boxes, barrels, and drums	1		4	12
Coffee, crated, or in tin cans	1	15½	4	12
Coffee, ground			3	13
Rice, in boxes or barrels	1		4	12
Starch, in boxes or barrels			3	13
Sugar, in barrels	1		4	
Syrup, in cans, boxes, or in barrels	1		4	
Syrup, in barrels or kegs	1		4	12
Molasses, in barrels or kegs	1		4	
Hair, plastering, in sacks or barrels	D 1	Max. 19¼	1	23
Hops, baled	1½	Max. 19¼	2	18
Incubators	Max.	19¼	1	23
Iron, band, bar and boiler	1		1	
Iron, for buildings, such as columns, girders, beams, plate, etc.	1		4	
Anvils	1		4	12
Bolts and washers, in boxes, kegs, or barrels	1		4	
Chain, boxed, or in barrels or casks	1	15¼	4	
Chain, cable	1		4	
Iron castings, boxed	1		3	13
Iron window gratings	1		4	12
Iron hay-bale ties	1		3	13
Horse and mule shoes	1		4	12
Houses, portable (iron), K. D	1		4	12
Scrap iron	1	15½		
Shutters, iron	1		3	13
Stair wood	1		4	12
Ladder steps	3-1	Max. 19¼	1	23
Lead, pig	1	15½	4	12
Lime, in barrels	1½	Max. 15½	4	12
Mineral water	1	Max. 19¼	3	13
Turpentine, in cases	D 1	Max. 19¼	1	23
Turpentine, in barrels	D 1	Max. 19¼	2	18
Vinegar, in wood	1	Max. 15½	4	12

COMPARATIVE STATEMENT—Continued.

Commodity.	Traver, Cal., 26 Miles.		Conway Springs, Kan., 27 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Lumber, and manufactures of—Backing for picture frames	1	Max. 15½	3	
Balusters, crated or loose	1½	Max. 19½	3	
Moldings, carpenters'	1½	19½	3	
Casings	1	15½	3	
Brackets, cornice	1½	Max. 19¼	3	\$0 13
Frames, doors, and windows	D 1	Max. 19¼	3	
Stair work	1½	19¼	3	
Scroll work	1½	19¼	3	
Box lumber	1	15½	3	
Eave troughs and guttering	1½	Max. 19¼	2	18
Lath	1		4	
Pickets	1		4	12
Piles	1		4	
Pipe, N. D. S.	1	15½	3	13
Bridge material	1			
Cooperage, K. D.	1			
Shingles	1			
Stave bolts			4	12
Lumber, except foreign woods of value				
Boilers over 10 and under 30 feet long	1½	Max. 19¼	3	13
Boilers under 30 feet long	1½	Max. 19¼	1	23
Boilers 30 feet long or over	D 1	Max. 19¼	1½	34½
Forges, portable	D 1	Max. 19¼	2	18
Iron balance on water wheels	1½	Max. 19¼	2	18
Mills, portable (burr stone)	D 1	Max. 19¼	1	23
Mills, grain and hominy	D 1	Max. 19¼	2	18
Presses, cider	D 1	Max. 19¼	2	18
Presses, printing, N. O. S.	D 1	Max. 19¼	1	23
Sewing machines, boxed or crated	D 1	Max. 19¼	1	23
Machinery, N. O. S.—S. U.	D 1	Max. 19¼	1½	34½

COMPARATIVE STATEMENT—Continued.

Commodity.	Tokay, Cal., 50 Miles.		Belmont, Kan., 48 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Feed cutters.....	D 1		1	\$0 29
Hay forks, horse.....	D 1		2	24
Horse rakes.....	D 1		1	29
Mills, cider and corn.....	D 1		2	24
Plows, common, set up.....	D 1		1	29
Plow points, not boxed.....	D 1	Max. 37½	3	19
Billiard tables, not crated.....	D 1		1	29
Broom corn, baled.....	D 1		1	29
Fruit cans, crated.....	D 1		2	24
Oil cans, in cases.....	D 1		1	29
Quicksilver, flasks.....	1	27½	4	15
Eggs, well packed.....	1½	Max. 37½	2	24
Frames, pictures, and mirrors, boxed.....	D 1	Max. 37½	1	29
Charcoal.....	1	27½	3	19
Coke.....	1	27½	4	15
Coal oil, crude or refined, in barrels.....	D 1	Max. 37½	3	19
Poultry, dressed.....	D 1	Max. 37½	1	29
Crockery, in crates or casks.....	1		4	
Queenware, in crates or casks.....	1		4	15
Earthenware or stoneware, in crates or casks.....	1		4	
Baking powder, boxed.....	1		3	19
Coffee, green, in sacks.....	1		4	15
Coffee, roasted, in sacks.....	1		3	19
Coffee, roasted, in cans, boxes, barrels, and drums.....	1		4	15
Coffee, roasted, crated, or in tin cans.....	1	27½	4	15
Coffee, ground.....	1		3	19
Rice, in boxes or barrels.....	1		4	15
Starch, in boxes or barrels.....	1		3	19
Sugar, in barrels.....	1		4	
Syrup, in cans, boxes, or in barrels.....	1		4	15
Syrup, in barrels or kegs.....	1		4	
Molasses, in barrels or kegs.....	1		4	
Hair, plastering, in sacks or barrels.....	D 1	Max. 37½	1	29
Hops, baled.....	1½	Max. 37½	2	24
Incubators.....	Max.	37½	1	29
Iron, band, bar and boiler.....	1		4	
Iron, for buildings, such as columns, girders, beams, plate, etc.....	1		4	
Anvils.....	1		4	15
Bolts and washers, in boxes, kegs, or barrels.....	1		4	
Chain, boxed, or in barrels or casks.....	1	27½	4	
Chain, cable.....	1		4	
Iron castings, boxed.....	1		3	19
Iron window gratings.....	1		4	15
Iron hay-bale ties.....	1		3	19
Horse and mule shoes.....	1		4	15
Houses, portable (iron), K. D.....	1		4	
Scrap iron.....	1	27½		
Shutters, iron.....	1		3	19
Stair wood.....	1		4	15
Ladder steps.....	3-1	Max. 37½	1	29
Lead, pig.....	1	27½	4	15
Lime, in barrels.....	1	27½	4	15
Mineral water.....	1½	Max. 37½	3	19
Turpentine, in cases.....	D 1	Max. 37½	1	29
Turpentine, in barrels.....	D 1	Max. 37½	2	24
Vinegar, in wood.....	1	27½	4	15

COMPARATIVE STATEMENT—Continued.

Commodity.	Tokay, Cal., 50 Miles.		Belmont, Kan., 48 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Lumber, and manufactures of—Backing for picture frames	1	\$0 27½	3	
Balusters, crated or loose	1½	Max. 37½	3	
Moldings, carpenters'	1½	Max. 37½	3	
Casings	1	27½	3	
Brackets, cornice	1½	Max. 37½	3	\$0 19
Frames, doors, and windows	D 1	Max. 37½	3	
Stair work	1½	Max. 37½	3	
Scroll work	1½	Max. 37½	3	
Box lumber	1	27½	3	
Eave troughs and gutterings	1½	Max. 37½	2	24
Lath	1		4½	
Pickets	1		4½	15
Piles	1		4½	
Pipe, N. D. S.	1	27½	3	19
Bridge material	1			
Cooperage, K. D.	1			
Shingles	1			
Stave bolts			4	15
Lumber, except foreign wood of value	1½	Max. 37½	3	19
Boilers over 10 and under 30 feet long	1½	Max. 37½	1	29
Boilers under 30 feet long	D 1	Max. 37½	1½	43½
Boilers 30 feet long or over	D 1	Max. 37½	2	24
Forges, portable	1½	Max. 37½	2	24
Iron balance on water wheels	D 1	Max. 37½	1	29
Mills, portable (burr stone)	D 1	Max. 37½	2	24
Mills, grain and hominy	D 1	Max. 37½	2	24
Presses, cider	D 1	Max. 37½	1	29
Presses, printing, N. O. S.	D 1	Max. 37½	1	29
Sewing machines, boxed or crated	D 1	Max. 37½	1½	43½
Machinery, N. O. S.—S. U.	D 1	Max. 37½		

COMPARATIVE STATEMENT—Continued.

Commodity.	Delano, Cal., 75 Miles.		Penalosa, Kan., 74 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Feed cutters	D 1		1	\$0 34
Hay forks, horse	D 1		2	29
Horse rakes	D 1		1	34
Mills, cider and corn	D 1		2	29
Plows, common, set up	D 1		1	34
Plow points, not boxed	D 1	Max. 56¼	3	24
Billiard tables, not crated	D 1		1	34
Broom corn, baled	D 1		1	34
Fruit cans, crated	D 1		2	24
Oil cans, in cases	D 1		1	29
Quicksilver flasks	1	40	4	19
Eggs, well packed	1½	Max. 56¼	2	29
Frames, pictures, and mirrors, boxed	D 1	Max. 56¼	1	34
Charcoal	1	40	3	24
Coke	1	40	4	19
Coal oil, crude or refined, in barrels	D 1	56¼	3	24
Poultry, dressed	D 1	56¼	1	34
Crockery, in crates or casks	1		4	
Queensware, in crates or casks	1		4	19
Earthenware or stoneware, in crates or casks	1		4	
Baking powder, boxed	1		3	24
Coffee, green, in sacks	1		4	19
Coffee, roasted, in sacks	1		3	24
Coffee, roasted, in cans, boxes, barrels, and drums	1		4	19
Coffee, roasted, crated, or in tin cans	1	40	4	19
Coffee, ground			3	24
Rice, in boxes or barrels	1		4	19
Starch, in boxes or barrels			3	24
Sugar, in barrels	1		4	
Syrup, in cans, boxes, or in barrels	1		4	19
Syrup, in barrels or kegs	1		4	
Molasses, in barrels or kegs	1		4	
Hair, plastering, in sacks or barrels	D 1	Max. 56¼	1	34
Hops, baled	1½	Max. 56¼	2	29
Incubators	Max.	56¼	1	34
Iron, band, bar and boiler	1		4	
Iron, for buildings, such as columns, girders, beams, plate, etc.	1		4	
Anvils	1		4	19
Bolts and washers, in boxes, kegs, or barrels	1		4	
Chain, boxed, or in barrels or casks	1	40	4	
Chain, cable	1		4	
Iron castings, boxed	1		3	24
Iron window gratings	1		4	19
Iron hay-bale ties	1		3	24
Horse and mule shoes	1		4	19
Houses, portable (iron), K. D.	1		4	19
Scrap iron	1	40		
Shutters, iron	1		3	24
Stair wood	1		4	19
Ladder steps	3-1	Max. 56¼	1	34
Lead, pig	1	40	4	19
Lime, in barrels	1	40	4	19
Mineral water	1½	Max. 56¼	3	24
Turpentine, in cases	D 1	Max. 56¼	1	34
Turpentine, in barrels	D 1	Max. 56¼	2	29
Vinegar, in wood	1	40	4	19

COMPARATIVE STATEMENT—Continued.

Commodity.	Delano, Cal., 75 Miles.		Penalosa, Kan., 74 miles.	
	Class.	L. C. L. pe 100 lbs.	Class.	L. C. L. Per 100 lbs.
Lumber, and manufactures of—Backing for picture frames	1	\$0 40	3	
Balusters, crated or loose	1½	Max. 56¼	3	
Moldings, carpenters'	1½	Max. 56¼	3	
Casings	1	40	3	
Brackets, cornice	1½	Max. 56¼	3	\$0 24
Frames, doors, and windows	D 1	Max. 56¼	3	
Stair work	1½	56¼	3	
Scroll work	1½	Max. 56¼	3	
Box lumber	1	40	3	
Eave troughs and gutterings	1½	Max. 56¼	2	29
Lath	1		4	
Pickets	1		4	19
Piles	1		4	
Pipe, N. D. S.	1	40	3	24
Bridge material	1			
Cooperage, K. D.	1			
Shingles	1			
Stave bolts			4	19
Lumber, except foreign woods of value	1½	Max. 56¼	3	24
Boilers over 10 and not over 30 feet long	1½	Max. 56¼	1	34
Boilers under 30 feet long	D 1	Max. 56¼	1½	51
Boilers 30 feet long or over	D 1	Max. 56¼	2	29
Forges, portable	1½	Max. 56¼	2	29
Iron balance on water wheels	D 1	Max. 56¼	1	34
Mills, portable (burr stone)	D 1	Max. 56¼	2	29
Mills, grain and hominy	D 1	Max. 56¼	2	29
Presses, cider	D 1	Max. 56¼	1	34
Presses, printing, N. O. S.	D 1	Max. 56¼	1	34
Sewing machines, boxed or crated	D 1	Max. 56¼	1½	51
Machinery, N. O. S.—S. U.	D 1	Max. 56¼		

COMPARATIVE STATEMENT—Continued.

Commodity.	Glenhorn, Cal., 100 Miles.		Stafford, Kan., 97 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Feed cutters	D 1		1	\$0 37
Hay forks, horse	D 1		2	34
Horse rakes	D 1		1	37
Mills, cider and corn	D 1		2	34
Plows, common, set up	D 1		1	37
Plow points, not boxed	D 1	Max. 75¼	3	28
Billiard tables, not crated	D 1		1	37
Broom corn, baled	D 1		1	37
Fruit cans, crated	D 1		2	34
Oil cans, in cases	D 1		1	37
Quicksilver flasks	1	52½	4	23
Eggs, well packed	1½	Max. 75¼	2	34
Frames, pictures, and mirrors, boxed	D 1	Max. 75¼	1	37
Charcoal	1	52½	3	28
Coke	1	52½	4	23
Coal oil, crude or refined, in barrels	D 1	Max. 75¼	3	28
Poultry, dressed	D 1	Max. 75¼	1	37
Crockery, in crates or casks	1		4	
Queenware, in crates or casks	1		4	23
Earthenware or stoneware, in crates or casks	1		4	
Baking powder, boxed	1		3	28
Coffee, green, in sacks	1		4	23
Coffee, roasted, in sacks	1		3	28
Coffee, roasted, in cans, boxes, barrels, and drums	1		4	23
Coffee, roasted, crated or in tin cans	1	52½	4	23
Coffee, ground			3	28
Rice, in boxes or barrels	1		4	23
Starch, in boxes or barrels			3	28
Sugar, in barrels	1		4	
Syrup, in cans, boxes, or in barrels	1		4	
Syrup, in barrels or kegs	1		4	23
Molasses, in barrels or kegs	1		4	
Hair, plastering, in sacks or barrels	D 1	Max. 75¼	1	37
Hops, baled	1½	Max. 75¼	2	34
Incubators	Max.	75¼	1	34
Iron, band, bar, and boiler	1		4	37
Iron for buildings, such as columns, girders, beams, plate, etc.	1		4	
Anvils	1		4	23
Bolts and washers, in boxes, kegs, or barrels	1		4	
Chain, boxed, or in barrels or casks	1	52½	4	
Chain, cable	1		4	
Iron castings, boxed	1		3	28
Iron window gratings	1		4	23
Iron hay-bale ties	1		3	28
Horse and mule shoes	1		4	23
Houses, portable (iron), K. D.	1		4	23
Scrap iron	1	52½		
Shutters, iron	1		3	28
Stair wood	1			
Ladder steps	3-1	Max. 75¼	1	37
Lead, pig	1	52½	4	23
Lime, in barrels	1	Max. 52½	4	23
Mineral water	1½	Max. 75¼	3	28
Turpentine, in cases	D 1	Max. 75¼	1	37
Turpentine, in barrels	D 1	Max. 75¼	2	34
Vinegar, in wood	1	Max. 52½	4	23

COMPARATIVE STATEMENT—Continued.

Commodities.	Glenhorn, Cal., 100 Miles.		Stafford, Kan., 97 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Lumber, and manufactures of—Backing for picture frames	1	\$0 52½	3	
Balusters, crated or loose	1½	Max. 75¼	3	
Moldings, carpenters'	1½	Max. 75¼	3	
Casings	1	Max. 52½	3	
Brackets, cornice	1½	Max. 75¼	3	\$0 28
Frames, doors, and windows	D 1	Max. 75¼	3	
Stair work	1½	75¼	3	
Scroll work	1½	75¼	3	
Box lumber	1	52½	3	
Eave troughs and gutterings	1½	75¼	2	34
Lath	1		4	
Pickets	1		4	23
Piles	1		4	
Pipe, N. D. S.	1	52½	3	28
Bridge material	1			
Cooperage, K. D.	1			
Shingles	1			
Stave bolts				
Lumber, except foreign woods of value				
Boilers over 10 and under 30 feet long	1½	Max. 75¼	3	28
Boilers under 30 feet long	1½	Max. 75¼	1	37
Boilers 30 feet long or over	D 1	Max. 75¼	1½	55½
Forges, portable	D 1	Max. 75¼	2	34
Iron balance on water wheels	1½	Max. 75¼	2	34
Mills, portable (burr stone)	D 1	Max. 75¼	1	37
Mills, grain and hominy	D 1	Max. 75¼	2	34
Presses, cider	D 1	Max. 75¼	2	34
Presses, printing, N. O. S.	D 1	Max. 75¼	1	37
Sewing machines, boxed or crated	D 1	Max. 75¼	1	37
Machinery, N. O. S.—S. U.	D 1	Max. 75¼	1½	55½

The following communication from Mr. Leeds was also filed in the office of the Board, on the 6th of June, 1892:

SAN FRANCISCO, CAL., June 6, 1892.

To the honorable Board of Railroad Commissioners of California, San Francisco, Cal.:

GENTLEMEN: I hand you herewith a comparison of rates charged by the Southern Pacific Company from the city of Sacramento to points north in the Sacramento Valley, with rates of the Northern Pacific Railroad from St. Paul west; in both instances main-line rates are used. The distances are 18, 52, 96, 135, 208, and 248 miles, an endeavor being made to select, as far as California is concerned, principal points, and as for the Northern Pacific points, those which correspond as nearly as possible with the distances. The articles were selected indiscriminately from the head of the classification a little more than half way through, the commodities being those which are in general use in both territories, there being in all about eighty commodities, which represent a very large proportion of the merchandise tonnage carried. By making a percentage comparison in the aggregate of these rates, you will find that the California figures are 110 per cent higher than those in Minnesota, or 10 per cent more than twice as much.

Taking this showing along with the others which have from time to time been submitted to you, the necessity for action on your part as required under the law would seem to be imperative.

Yours truly,

J. S. LEEDS,
Traffic Manager.

Accompanying the letter was a table giving a comparative statement of rates, per one hundred pounds, on commodities from Sacramento to points on the Southern Pacific Company's lines in California, and points from St. Paul on the Northern Pacific Company's lines in Minnesota, as follows:

COMPARATIVE STATEMENT OF RATES ON COMMODITIES FROM SACRAMENTO TO POINTS ON THE SOUTHERN PACIFIC COMPANY'S LINES IN CALIFORNIA, AND POINTS IN MINNESOTA ON THE NORTHERN PACIFIC RAILROAD COMPANY'S LINES, DISTANCES FROM ST. PAUL.

Rates in Cents per 100 Pounds.

Commodity.	Roseville Junction, Cal., 18 Miles.		Findley Park, Minn., 18 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Anvils	1		4	
Bolts and washers, in boxes, kegs, or barrels	1		4	
Iron hay-bale ties	1	\$0 12	4	\$0 05
Horse and mule shoes	1		4	
Ladders, step, not boxed or crated	3-1	Max. 13½	1	10
Lime, in barrels	1	12	4	05
Mineral water, in bottles, packed in baskets	1½	13½	3	07
Turpentine, in cases	D 1	Max. 13½	1	10
Turpentine, in barrels	D 1	Max. 13½	2	07
Vinegar, in wood	1	12	4	05
Lumber, manufactures of—Balusters	1½	Max. 13½	3	
Moldings, carpenters'	1½	Max. 13½	3	
Casings	1	12	3	
Brackets, cornices	1½	Max. 13½	3	07
Frames, doors, and windows	D 1	Max. 13½	3	
Wood	1½	Max. 13½	3	
Stair wood	1½	Max. 13½	3	
Lath	1	12	4	05
Shingles	1	12	4	05
Boilers not over 10 feet long	1½	Max. 13½	3	07
Boilers over 10 and under 30 feet long	1½	Max. 13½	1	10
Forges	D 1		2	09
Presses, cider	D 1		2	09
Sewing machines, boxed or crated	D 1	Max. 13½	1	10
Musical instruments, N. O. S., boxed	D 1		1	10
Iron nails, N. O. S.	1		2	09
Iron nails, horse	1		3	07
Iron nails, wire	1	12	3	07
Iron spikes, N. O. S.	1		4	05
Gasoline in cans, cased	D 1	Max. 13½	1½	15
Petroleum and its product (in oil), except lubricating oils, in cases or barrels	D 1	Max. 13½	3	70
Petroleum, in carloads	1	Ton, 2 40	5	Ton, 08
Beef or pork, salted or cured, in boxes, barrels, or crates	1	12	4	50
Beef or pork, salted or cured, in carloads	1	Ton, 1 40	5	Ton, 08
Paints, chemical, in barrels, kegs, or boxes. Paints, in oil, white lead, or zinc, asphalt, chemical, paraffine, rubber, iron, and earth, and paint stain, in cases, boxed or crated, or in barrels, kegs, or kits, or in iron pails	1	12	4	05
Feed cutters, S. U.	D 1		1	10
Hay forks, horse, S. U.	D 1	Max. 13½	2	09
Horse rakes, S. U.	D 1		1	10
Horse powers, K. D.	1	12	3	07
Mills, cider or corn	D 1		2	09
Mowers, lawn	D 1	Max. 13½	1	10
Plows, N. O. S.—S. U.	D 1		1	10
Plow beams and handles	1	12	3	
Plow points, not boxed	D 1	Max. 13½	3	07
Plow moldboards, not boxed	1½	Max. 13½	3	
Grain cradles, bundled	Max.	Max. 13½	1	10
Beer at following estimated weights:				
	Sou. Pac.	No. Pac.		
	Lbs.	Lbs.		
Barrels	360	350		
Half barrel	160	180	1	12
Quarter barrels	85	100	3	07
Eighth barrels	50	50		
Beer, by carloads			2	Ton, 1 40
Billiard tables, boxed or crated	D 1		1	Ton, 10
Brooms	D 1	Max. 13½	1	10
Burial cases and coffins, N. O. S., boxed	D 1		2	09

COMPARATIVE STATEMENT—Continued.

Commodity.	Roseville Junction, Cal., 18 Miles.		Findley Park, Minn., 18 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Fruit cans, crated	3-1	\$0 13 $\frac{1}{2}$	2	\$0 09
Crockery, in crates or casks	D 1	13 $\frac{1}{2}$	4	05
Fish, dried and pickled	1	12	4	05
Frames, picture and mirror, crated	3-1	13 $\frac{1}{2}$	1	10
Handles, ax, pick, and similar	1	12	4	05
Coal oil, crude or refined, in barrels	D 1	13 $\frac{1}{2}$	3	07
Coffee, green, in sacks	1		4	05
Coffee, roasted, in sacks	1		3	07
Coffee, roasted, in drums, boxes, or barrels, cases, boxed or crated	1		4	05
Coffee, ground, in tin cases, crated	1		3	07
Rice, in bags or barrels	1	12	4	
Sugar, in barrels	1		4	
Syrup, in cases, boxed, or in barrels or kegs	1		4	05
Molasses, in barrels or kegs	1		4	
Hair, plastering, in sacks	D 1	Max. 13 $\frac{1}{2}$	1	10
Hair, plastering, in barrels	D 1	Max. 13 $\frac{1}{2}$	2	09
Incubators	Max.	Max. 13 $\frac{1}{2}$	1	10
Iron, band, bar and boiler, for buildings, such as columns, girders, plates, beams, etc.	1	12	4	05

Commodity.	Marysville, Cal., 52 Miles.		Salida, Minn., 53 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Anvils	1		4	
Bolts and washers, in boxes, kegs, or barrels	1		4	
Iron hay-bale ties	1	\$0 16	4	\$0 15
Horse and mule shoes	1		4	
Ladders, step, not boxed or crated	3-1	Max. 39 $\frac{1}{2}$	1	30
Lime, in barrels	1	16	4	15
Mineral water, in bottles, packed in baskets	1 $\frac{1}{2}$	24	3	20
Turpentine, in cases	D 1	32	1	30
Turpentine, in barrels	D 1	32	2	26
Vinegar, in wood	1	16	4	15
Lumber, manufactures of—Balusters	1 $\frac{1}{2}$	24	3	
Moldings, carpenters'	1 $\frac{1}{2}$	24	3	
Casings	1	16	3	
Brackets, cornices	1 $\frac{1}{2}$	24	3	
Frames, doors, and windows	D 1	32	3	20
Wood	1 $\frac{1}{2}$	24	3	
Stair wood	1 $\frac{1}{2}$	24	3	
Lath	1	16	4	15
Shingles	1	16	4	15
Boilers not over 10 feet long	1 $\frac{1}{2}$	24	3	20
Boilers over 10 and under 30 feet long	1 $\frac{1}{2}$	24	1	30
Forges	D 1		2	26
Presses, cider	D 1		2	26
Sewing machines, boxed or crated	D 1	32	1	30
Musical instruments, N. O. S., boxed	D 1		1	30
Iron nails, N. O. S.	1		2	26
Iron nails, horse	1		3	20
Iron nails, wire	1	16	3	20
Iron spikes, N. O. S.	1		4	15
Gasoline, in cans, cased	D 1	32	1 $\frac{1}{2}$	45
Petroleum and its product (in oil), except lubricat- ing oils, in cases or barrels	D 1	32	3	20
Petroleum, in carloads	1	Ton, 3 20	5	Ton, 2 48
Beef or pork, salted or cured, in boxes, barrels, or crates	1	16	4	15
Beef or pork, salted or cured, in carloads	2	Ton, 2 60	5	Ton, 2 40

COMPARATIVE STATEMENT—Continued.

Commodity.	Marysville, Cal., 52 Miles.		Salida, Minn., 53 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Paints, chemical, in barrels, kegs, or boxes. Paints, in oil, white lead, or zinc, asphalt, chemical, paraf- fine, rubber, iron, and earth, and paint stain, in cans, boxed or crated, or in barrels, kegs, or kits, or iron pails.....	1	\$0 16	4	\$0 15
Feed cutters, S. U.....	D 1 ₁		1	30
Hay forks, horse, S. U.....	D 1 ₁	32	2	26
Horse rakes, S. U.....	D 1 ₁		1	30
Horse-powers, K. D.....	1	16	3	20
Mills, cider or corn.....	D 1 ₁		2	26
Mowers, lawn.....	D 1 ₁	32	1	30
Plows, N. O. S.—S. U.....	D 1 ₁		1	30
Plow beams and handles.....	1	16	3 ₁	
Plow points, not boxed.....	D 1 ₁	32	3 ₁	20
Plow moldboards, not boxed.....	1 ₁	24	3 ₁	
Grain cradles, bundled.....	Max.	39 ₁	1	30
Beer, at estimated weights, see p. 83.....	1	16	3	20
Beer, by carloads.....	2	Ton, 2 60	5	Ton, 2 40
Billiard tables, boxed or crated.....	D 1 ₁		1	30
Brooms.....	D 1 ₁	32	1	30
Burial cases and coffins, N. O. S., boxed.....	D 1 ₁		2	26
Fruit cans, crated.....	3-1	Max. 39 ₁	2	26
Crockery, in crates or casks.....	D 1 ₁	32	4	15
Fish, dried and pickled.....	1	16	4	15
Frames, picture and mirror, crated.....	3-1	39 ₁	1	30
Handles, ax, pick, and similar.....	1	16	4	15
Coal oil, crude or refined, in barrels.....	D 1 ₁	32	3	20
Coffee, green, in sacks.....	1		4	15
Coffee, roasted, in sacks.....	1		3	20
Coffee, in drums, boxes, or barrels, cases, boxed or crated.....	1		4	15
Coffee, ground, in tin cases, crated.....	1	16	3	20
Rice, in bags or barrels.....	1		4	
Sugar, in barrels.....	1		4	15
Syrup, in cases, boxed, or in barrels or kegs.....	1		4	
Molasses, in barrels or kegs.....	1		4	
Hair, plastering, in sacks.....	D 1 ₁	32	1	30
Hair, plastering, in barrels.....	D 1 ₁	32	2	26
Incubators.....	Max.	39 ₁	1	30
Iron, band, bar, and boiler, for buildings, such as columns, girders, plates, beams, etc.....	1	16	4	15

Commodity.	Chico, Cal., 96 Miles.		Royaltown, Minn., 91 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Anvils.....	1 ₁		4	
Bolts and washers, in boxes, kegs, or barrels.....	1	\$0 31	4	\$0 22
Iron hay-bale ties.....	1		4	
Horse and mule shoes.....	1		4	
Ladders, step, not boxed or crated.....	3-1	Max. 71 ₁	1	44
Lime, in barrels.....	1	31	4	22
Mineral water, in bottles, packed in baskets.....	1 ₁	46 ₁	3	29
Turpentine, in cases.....	D 1 ₁	62	1	44
Turpentine, in barrels.....	D 1 ₁	62	2	37
Vinegar, in wood.....	1	31	4	22
Lumber, manufactures of—Balusters.....	1 ₁	46 ₁	3	
Moldings, carpenters'.....	1 ₁	46 ₁	3	
Casings.....	1	31	3	
Brackets, cornices.....	1 ₁	46 ₁	3	29
Frames, doors, and windows.....	D 1 ₁	62	3	
Wood.....	1 ₁	46 ₁	3	
Stair wood.....	1 ₁	46 ₁	3	

COMPARATIVE STATEMENT—Continued.

Commodity.	Chico, Cal., 96 Miles.		Royaltown, Minn., 91 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Lath	1	\$0 31	4	\$0 22
Shingles	1	31	4	22
Boilers not over 10 feet long	1½	46½	3	29
Boilers over 10 and under 30 feet long	1½	46½	1	44
Forges	D 1		2	37
Presses, cider	D 1		2	37
Sewing machines, boxed or crated	D 1	62	1	44
Musical instruments, N. O. S., boxed	D 1		1	44
Iron nails	1		2	37
Iron nails, horse	1		3	29
Iron nails, wire	1	30	3	29
Iron spikes, N. O. S.	1		4	22
Gasoline, in cans, cased	D 1	62	1½	66
Petroleum and its product (in oil), except lubricat- ing oils, in cases or barrels	D 1	62	3	29
Petroleum, in carloads	1	Ton, 6 20	5	Ton, 3 60
Beef or pork, salted or cured, in boxes, barrels, or crates	1	31	4	22
Beef or pork, salted or cured, in carloads	2	Ton, 5 00	5	Ton, 3 60
Paints, chemical, in barrels, kegs, or boxes. Paints, in oil, white lead, or zinc, asphalt, chemical, paraf- fine, rubber, iron, and earth, and paint stain, in cans, boxed or crated, or in barrels, kegs, or kits, or iron pails	1	31	4	22
Feed cutters, S. U.	D 1		1	44
Hay forks, horse, S. U.	D 1	62	2	37
Horse rakes, S. U.	D 1		1	44
Horse powers, K. D.	1	31	3	29
Mills, cider or corn	D 1		2	37
Mowers, lawn	D 1	62	1	44
Plows, N. O. S.—S. U.	D 1		1	44
Plow beams and handles	1	31	3	
Plow points, not boxed	D 1	62	3	29
Plow moldboards, not boxed	1½	46½	3	
Grain cradles, bundled	Max.	71½	1	44
Beer, at estimated weights, see p. 83	1	31	3	29
Beer, by carloads	2	Ton, 5 00	5	Ton, 3 60
Billiard tables, boxed or crated	D 1		1	44
Brooms	D 1	62	1	44
Burial cases and coffins, N. O. S., boxed	D 1		2	37
Fruit cans, crated	3-1	31½	2	37
Crockery, in crates or casks	D 1	62	4	22
Fish, dried and pickled	1	31	4	22
Frames, picture and mirror, crated	3-1	Max. 71½	1	44
Handles, ax, pick, and similar	1	31	4	22
Coal oil, crude or refined, in barrels	D 1	62	3	29
Coffee, green, in sacks	1		4	22
Coffee, roasted, in sacks	1		3	29
Coffee, in drums, boxes, or barrels, cases, boxed or crated	1		4	22
Coffee, ground, in tin cases, crated	1	31	3	29
Rice, in bags or barrels	1		4	
Sugar, in barrels	1		4	22
Syrup, in cases, boxed, or in barrels or kegs	1		4	
Molasses, in barrels or kegs	1		4	
Hair, plastering, in sacks	D 1	62	1	44
Hair, plastering, in barrels	D 1	62	2	37
Incubators	Max.	71½	1	44
Iron, band, bar, and boiler, for buildings, such as columns, girders, plates, beams, etc.	1	31	4	22

COMPARATIVE STATEMENT—Continued.

Commodity.	Red Bluff, Cal., 135 Miles.		Brainerd, Minn., 138 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Anvils	1		4	
Bolts and washers, in boxes, kegs, or barrels	1		4	
Iron hay-bale ties	1	\$0 50	4	\$0 25
Horse and mule shoes	1		4	
Ladders, step, not boxed or crated	3-1	Max. 1 11	1	44
Lime, in barrels	1	53	4	25
Mineral water, in bottles, packed in baskets	1½	75	3	35
Turpentine, in cases	D 1	1 00	1	49
Turpentine, in barrels	D 1	1 00	2	42
Vinegar, in wood	1	50	4	25
Lumber, manufactures of—Balusters	1½	75	3	
Moldings, carpenters'	1½	75	3	
Casings	1	58	3	
Brackets, cornices	1½	75	3	32
Frames, doors, and windows	D 1½	1 00	3	
Wood	1½	75	3	
Stair wood	1½	75	3	
Lath	1	50	4	25
Shingles	1	50	4	25
Boilers not over 10 feet long	1½	75	3	32
Boilers over 10 and under 30 feet long	1½	75	1	40
Forges	D 1		2	42
Presses, cider	D 1		2	42
Sewing machines, boxed or crated	D 1	1 00	1	49
Musical instruments, N. O. S., boxed	D 1		1	49
Iron nails, N. O. S.	1		2	42
Iron nails, horse	1		3	32
Iron nails, wire	1	50	3	32
Iron spikes, N. O. S.	1		4	25
Gasoline, in cans, cased	D 1	1 00	1½	73½
Petroleum and its product (in oil), except lubricating oils, in cases or barrels	D 1	1 00	3	32
Petroleum, in carloads	1	Ton, 10 00	5	Ton, 4 00
Beef or pork, salted or cured, in boxes, barrels, or crates	1	50	4	25
Beef or pork, salted or cured, in carloads	2	Ton, 6 60	5	Ton, 4 00
Paints, chemical, in barrels, kegs, or boxes. Paints, in oil, white lead, or zinc, asphalt, chemical, paraffine, rubber, iron, and earth, and paint stain, in cans, boxed or crated, or in barrels, kegs, or kits, or iron pails	1	50	4	25
Feed cutters, S. U.	D 1		1	49
Hay forks, horse, S. U.	D 1	1 00	2	42
Horse rakes, S. U.	D 1		1	49
Horse-powers, K. D.	1	50	3	32
Mills, cider or corn	D 1		2	42
Mowers, lawn	D 1	1 00	1	49
Plows, N. O. S.—S. U.	D 1		1	49
Plow beams and handles	1	50	3	
Plow points, not boxed	D 1	1 00	3	32
Plow moldboards, not boxed	1½	75	3	
Grain cradles, bundled	Max.	1 01	1	49
Beer, at estimated weights, see p. 83	1	50	3	32
Beer, by carloads	2	Ton, 6 60	5	Ton, 4 00
Billiard tables, boxed or crated	D 1		1	49
Brooms	D 1	1 00	1	49
Burial cases and coffins, N. O. S., boxed	D 1		2	42
Fruit cans, crated	3-1	Max. 1 01	2	42
Crockery, in crates or casks	D 1	1 00	4	25
Fish, dried and pickled	1	50	4	25
Frames, picture and mirror, crated	3-1	1 01	1	49
Handles, ax, pick, and similar	1	50	4	25
Coal oil, crude or refined, in barrels	D 1	1 00	3	32

COMPARATIVE STATEMENT—Continued.

Commodity.	Red Bluff, Cal., 135 Miles.		Brainerd, Minn., 138 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Coffee, green, in sacks.....	1 }		4	\$0 25
Coffee, roasted, in sacks.....	1 }		3	32
Coffee, in drums, boxes, or barrels, cases, boxed or crated.....	1 }		4	25
Coffee, ground, in tin cases, crated.....	1 }	\$0 50	3	32
Rice, in bags or barrels.....	1 }		4 }	
Sugar, in barrels.....	1 }		4 }	25
Syrup, in cases, boxed, or in barrels or kegs.....	1 }		4 }	
Molasses, in barrels or kegs.....	1 }		4 }	
Hair, plastering, in sacks.....	D 1	1 00	1	49
Hair, plastering, in barrels.....	D 1	1 00	2	42
Incubators.....	Max.	1 01	1	49
Iron, band, bar, and boiler, for buildings, such as columns, girders, plates, beams, etc.....	1	50	4	25

Commodity.	Delta, Cal., 208 Miles.		Audubon, Minn., 211 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Anvils.....	1 }		4 }	
Bolts and washers, in boxes, kegs, or barrels.....	1 }	\$0 81	4 }	\$0 36
Iron hay-bale ties.....	1 }		4 }	
Horse and mule shoes.....	1 }		4 }	
Ladders, step, not boxed or crated.....	3-1	Max. 1 56	1	71
Lime, in barrels.....	1	51	4	36
Mineral water, in bottles, packed in baskets.....	1½	1 25	3	46
Turpentine, in cases.....	D 1	Max. 1 56	1	71
Turpentine, in barrels.....	D 1	Max. 1 56	2	60
Vinegar, in wood.....	1	80	4	36
Lumber, manufactures of—Balusters.....	1½	1 21½	3	
Moldings, carpenters'.....	1½	1 21½	3	
Casings.....	1	81	3	
Brackets, cornices.....	1½	1 21½	3	46
Frames, doors, and windows.....	D 1	Max. 1 56	3	
Wood.....	1½	1 21½	3	
Stair wood.....	1½	1 21½	3	
Lath.....	1	81	4	36
Shingles.....	1	81	4	36
Boilers not over 10 feet long.....	1½	1 21½	3	46
Boilers over 10 and under 30 feet long.....	1½	1 21½	1	71
Forges.....	D 1		2	60
Presses, cider.....	D 1		2	60
Sewing machines, boxed or crated.....	D 1	Max. 1 56	1	71
Musical instruments, N. O. S., boxed.....	D 1		1	71
Iron nails, N. O. S.....	1		2	60
Iron nails, horse.....	1		3	46
Iron nails, wire.....	1	81	3	46
Iron spikes, N. O. S.....	1		4	36
Gasoline, in cans, cased.....	D 1	Max. 1 56	1½	1 06½
Petroleum and its product (in oil), except lubricat- ing oils, in cases or barrels.....	D 1	Max. 1 56	3	1 16
Petroleum, in carloads.....	1	Ton, 16 20	5	Ton, 5 60
Beef or pork, salted or cured, in boxes, barrels, or crates.....	1	81	4	36
Beef or pork, salted or cured, in carloads.....	2	Ton, 11 40	5	Ton, 5 60
Paints, chemical, in barrels, kegs, or boxes. Paints, in oil, white lead, or zinc, asphalt, chemical, paraf- fine, rubber, iron, and earth, and paint stain, in cans, boxed or crated, or in barrels, kegs, or kits, or iron pails.....	1	81	4	36
Feed cutters, S. U.....	D 1		1	71
Hay forks, horse, S. U.....	D 1	Max. 1 56	2	60
Horse rakes, S. U.....	D 1		1	71

COMPARATIVE STATEMENT—Continued.

Commodity.	Delta, Cal., 208 Miles.		Audubon, Minn., 211 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Horse-powers, K. D.	1	\$0 81	3	\$0 46
Mills, cider or corn	D 1		2	60
Mowers, lawn	D 1	Max. 1 56	1	71
Plows, N. O. S.—S. U.	D 1		1	71
Plow beams and handles	1	81	3	
Plow points, not boxed	D 1	Max. 1 56	3	46
Plow moldboards, not boxed	1	1 21½	3	
Grain cradles, bundled	Max.	1 56	1	71
Beer, at estimated weights, see p. 83.	1	81	3	46
Beer, by carloads	2	Ton, 11 40	5	Ton, 5 60
Billiard tables, boxed or crated	D 1		1	71
Brooms	D 1	Max. 1 56	1	71
Burial cases and coffins, N. O. S., boxed	D 1		2	60
Fruit cans, crated	3-1	Max. 1 56	2	60
Crockery, in crates or casks	D 1	Max. 1 56	4	36
Fish, dried and pickled	1	81	4	36
Frames, picture and mirror, crated	3-1	Max. 1 56	1	71
Handles, ax, pick, and similar	1	81	4	36
Coal oil, crude or refined, in barrels	D 1	Max. 1 56	4	46
Coffee, green, in sacks	1		3	36
Coffee, roasted, in sacks	1		3	46
Coffee, in drums, boxes, or barrels, cases, boxed or crated	1		4	36
Coffee, ground, in tin cases, crated	1	81	3	46
Rice, in bags or barrels	1		4	
Sugar, in barrels	1		4	36
Syrup, in cases, boxed, or in barrels or kegs	1		4	
Molasses, in barrels or kegs	1		4	
Hair, plastering, in sacks	D 1	Max. 1 56	1	71
Hair, plastering, in barrels	D 1	Max. 1 56	2	60
Incubators	Max.	1 56	1	71
Iron, band, bar, and boiler, for buildings, such as columns, girders, plates, beams, etc.	1	81	4	36

Commodity.	Sisson, Cal., 248 Miles.		Fargo, N. D., 251 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Anvils	1		4	
Bolts and washers, in boxes, kegs, or barrels	1	\$1 11	4	\$0 40
Iron hay-bale ties	1		4	
Horse and mule shoes	1		4	
Ladders, step, not boxed or crated	3-1	Max. 1 86½	1	80
Lime, in barrels	1	1 11	4	40
Mineral water, in bottles, packed in baskets	1½	1 66	3	52
Turpentine, in cases	D 1	Max. 1 86½	1	80
Turpentine, in barrels	D 1	Max. 1 86½	2	86
Vinegar, in wood	1	1 11	4	40
Lumber, manufactures of—Balusters	1½	1 66½	3	
Moldings, carpenters'	1½	1 66½	3	
Casings	1	1 11	3	
Brackets, cornices	1½	1 66½	3	58
Frames, doors, and windows	D 1	Max. 1 86½	3	
Wood	1½	1 66½	3	
Stair wood	1½	1 66½	3	
Lath	1	1 11	4	40
Shingles	1	1 11	4	40
Boilers not over 10 feet long	1½	1 66½	3	56
Boilers over 10 and under 30 feet long	1½	1 66½	1	80
Forges	D 1		2	68
Presses, cider	D 1		2	68
Sewing machines, boxed or crated	D 1	Max. 1 86½	1	80
Musical instruments, N. O. S., boxed	D 1		1	80

COMPARATIVE STATEMENT—Continued.

Commodity.	Sisson, Cal., 248 Miles.		Fargo, N. D., 251 Miles.	
	Class.	L. C. L. per 100 lbs.	Class.	L. C. L. per 100 lbs.
Iron nails, N. O. S.	1 }		2	\$0 68
Iron nails, horse	1 }		3	52
Iron nails, wire	1 }	\$1 11	3	52
Iron spikes, N. O. S.	1 }		4	40
Gasoline, in cans, cased ..	D 1	Max. 1 86 $\frac{1}{4}$	1 $\frac{1}{2}$	1 20
Petroleum and its product (in oil), except lubricat- ing oils, in cases or barrels	D 1	Max. 1 86 $\frac{1}{4}$	3	52
Petroleum, in carloads	1	Ton, 22 20	5	Ton, 6 40
Beef or pork, salted or cured, in boxes, barrels, or crates	1	1 11	4	40
Beef or pork, salted or cured, in carloads	2	Ton, 17 20	5	Ton, 6 40
Paints, chemical, in barrels, kegs, or boxes. Paints, in oil, white lead, or zinc, asphalt, chemical, paraf- fine, rubber, iron, and earth, and paint stain, in cans, boxed or crated, or in barrels, kegs, or kits, or iron pails	1	1 11	4	40
Feed cutters, S. U.	D 1 }		1	80
Hay forks, horse, S. U.	D 1 }	Max. 1 86 $\frac{1}{4}$	2	68
Horse rakes, S. U.	D 1 }		1	80
Horse-powers, K. D.	1	1 11	3	52
Mills, cider or corn	D 1 }		2	68
Mowers, lawn	D 1 }	Max. 1 86 $\frac{1}{4}$	1	80
Plows, N. O. S.—S. U.	D 1 }		1	80
Plow beams and handles	1	1 11	3	
Plow points, not boxed	D 1	Max. 1 86 $\frac{1}{4}$	3 }	52
Plow moldboards, not boxed	1 $\frac{1}{2}$	1 66 $\frac{1}{2}$	3 }	
Grain cradles, bundled	Max.	1 86 $\frac{1}{4}$	1	80
Beer, at estimated weights, see p. 83	1	1 11	3	52
Beer, by carload	2	Ton, 17 20	5	Ton, 6 40
Billiard tables, boxed or crated	D 1 }		1	80
Brooms	D 1 }	Max. 1 86 $\frac{1}{4}$	1	80
Burial cases and coffins, N. O. S., boxed	D 1 }		2	68
Fruit cans, crated	3-1	Max. 1 86 $\frac{1}{4}$	2	68
Crockery, in crates or casks	D 1	Max. 1 86 $\frac{1}{4}$	4	40
Fish, dried or pickled	1	1 11	4	40
Frames, picture and mirror, crated	3-1	Max. 1 86 $\frac{1}{4}$	1	80
Handles, ax, pick, and similar	1	1 11	4	40
Coal oil, crude or refined, in barrels	D 1	Max. 1 86 $\frac{1}{4}$	3	52
Coffee, green, in sacks	1		4	40
Coffee, roasted, in sacks	1		3	52
Coffee, in drums, boxes, or barrels, cases, boxed or crated	1		4	40
Coffee, ground, in tin cases, crated	1 }	1 11	3	52
Rice, in bags or barrels	1		4	
Sugar, in barrels	1		4	
Syrup, in cases, boxed, or in barrels or kegs	1		4	40
Molasses, in barrels or kegs	1 }		4 }	
Hair, plastering, in sacks	D 1	Max. 1 86 $\frac{1}{4}$	1	80
Hair, plastering, in barrels	D 1	Max. 1 86 $\frac{1}{4}$	2	68
Incubators	Max.	Max. 1 86 $\frac{1}{4}$	1	80
Iron, band, bar, and boiler, for buildings, such as columns, girders, plates, beams, etc.	1	1 11	4	40

COMPARATIVE RATES ON GRAIN IN CALIFORNIA.

The following communication from J. S. Leeds, Manager of the Traffic Association, was filed in the office of the Board on June 27, 1892:

SAN FRANCISCO, CAL., June 25, 1892.

To the honorable Board of Railroad Commissioners of California, San Francisco, Cal.:

GENTLEMEN: I submit for your information the grain tariff of the Southern Pacific Company from all points north of Tehachapi Mountains to Port Costa, except the Coast Division, which should be computed on San Francisco. I have grouped the tariff according to service by 5-mile grades until 30 miles is reached, after that by 10 miles up to 230 miles, in order to show the discrimination. I find for:

5 miles and under, 6 points and 6 rates, ranging from 35 cents to \$1 25.
 10 miles and over 5 miles, 5 points and 5 rates, ranging from 40 cents to \$1 25.
 15 miles and over 10 miles, 7 points and 6 rates, ranging from 50 cents to \$1 25.
 20 miles and over 15 miles, 10 points and 6 rates, ranging from 60 cents to \$1 35.
 25 miles and over 20 miles, 9 points and 7 rates, ranging from 70 cents to \$1 75.
 30 miles and over 25 miles, 7 points and 5 rates, ranging from 75 cents to \$2 00.
 40 miles and over 30 miles, 24 points and 12 rates, ranging from 75 cents to \$1 95.
 50 miles and over 40 miles, 17 points and 7 rates, ranging from \$1 10 to \$2 10.
 60 miles and over 50 miles, 20 points and 10 rates, ranging from \$1 35 to \$2 35.
 70 miles and over 60 miles, 17 points and 11 rates, ranging from \$1 50 to \$2 75.
 80 miles and over 70 miles, 22 points and 15 rates, ranging from \$1 50 to \$2 92.
 90 miles and over 80 miles, 19 points and 11 rates, ranging from \$1 50 to \$2 40.
 100 miles and over 90 miles, 15 points and 9 rates, ranging from \$1 75 to \$2 55.
 110 miles and over 100 miles, 14 points and 8 rates, ranging from \$2 to \$2 75.
 120 miles and over 110 miles, 11 points and 7 rates, ranging from \$2 30 to \$2 75.
 130 miles and over 120 miles, 17 points and 11 rates, ranging from \$2 45 to \$3.
 140 miles and over 130 miles, 12 points and 6 rates, ranging from \$2 60 to \$3 50.
 150 miles and over 140 miles, 8 points and 4 rates, ranging from \$3 10 to \$3 30.
 160 miles and over 150 miles, 9 points and 6 rates, ranging from \$3 20 to \$4 80.
 170 miles and over 160 miles, 13 points and 10 rates, ranging from \$3 30 to \$6.
 180 miles and over 170 miles, 6 points and 5 rates, ranging from \$2 60 to \$3 75.
 190 miles and over 180 miles, 9 points and 4 rates, ranging from \$1 50 to \$3 85.
 200 miles and over 190 miles, 6 points and 2 rates, ranging from \$3 85 to \$3 90.
 210 miles and over 200 miles, 5 points and 2 rates, ranging from \$3 90 to \$4.
 220 miles and over 210 miles, 3 points and 1 rate, ranging from \$4 10 to \$4 10.
 230 miles and over 220 miles, 7 points and 4 rates, ranging from \$4 to \$4 40.
 240 miles and over 230 miles, 5 points and 2 rates, ranging from \$4 20 to \$4 40.
 250 miles and over 240 miles, 3 points and 3 rates, ranging from \$4 20 to \$4 55.
 260 miles and over 250 miles, 5 points and 4 rates, ranging from \$4 25 to \$4 75.
 270 miles and over 260 miles, 2 points and 2 rates, ranging from \$4 30 to \$4 35.
 280 miles and over 270 miles, 2 points and 2 rates, ranging from \$4 35 to \$4 40.
 290 miles and over 280 miles, 1 point and 1 rate, ranging from \$4 40 to \$4 40.

A careful examination of these figures will show that the rate of \$1 25 per ton covers a range of from 5 miles to 50 miles; \$1 35, from 20 miles to 60 miles; \$1 75, from 25 miles to 100 miles; \$2, from 30 miles to 110 miles; that a rate of \$4 80 is reached at 160 miles, and \$6 at 170 miles; while \$2 60 is charged for 180 miles, and a rate of \$2 75 is charged for 70 miles; while a rate of \$4 40 is made for 282 miles, and the same rate for 230 miles, and \$4 35 accepted for 280 miles.

The above comparison covers 316 stations north of and including Bakersfield; the average haul is 137 $\frac{3}{10}$ miles.

Average rate per ton in California—All grain.....	\$2 81
Same service in Kansas—Wheat and flour.....	2 32

Difference.....	\$0 49
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Average rate per ton in California—Rye, oats, and barley.....	\$2 81
Average rate per ton in Kansas—Rye, oats, barley, and mill stuffs.....	1 98

Difference.....	\$0 83
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Rate per ton per mile in California—Wheat.....	\$2 036; other grains..	\$2 036
Rate per ton per mile in Kansas—Wheat and flour.....	1 689; other grains..	1 438

Difference.....	\$0 347	\$0 598
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California rate higher than Kansas—Wheat, 21 per cent; other grains, 42 per cent.

The above includes competitive and non-competitive rates in California, and only main-line points in Kansas, which are higher per mile than branch-line rates. Taking the rates in both instances for distances over 30 miles, which eliminates in part the competitive rates in California, and the result is as follows: It includes 272 stations to Port Costa; average haul, 165 miles:

Average rate per ton in California—Wheat.....	\$3 23; other grain....	\$3 23
Average rate per ton in Kansas—Wheat and flour.....	2 60; other grain....	2 23
Difference	\$0 63	\$1 00
Rate per ton per mile in California—Wheat	\$1 959; other grain....	\$1 959
Rate per ton per mile in Kansas—Wheat and flour.....	1 575; other grain....	1 353
Difference	\$0 384	\$0 606
California rate higher than Kansas—Wheat, 24 per cent; other grain, 45 per cent.		

The above will be found substantially correct, and by applying the differences to the large volume of traffic moved in this State, their magnitude will be appreciated by the producer of wheat, and then consider the fact that from 80 to 90 per cent of the Kansas grain does not pay the carrier to exceed 70 per cent of the figures with which these comparisons are made; also consider, when this question is before you, the amount of service a ton of coal will perform in marketing the grain crop of California, which all flows either down grade or on a level track; also that a very large volume of the Kansas crop moves to market in winter, while the weather is subject to radical changes, and it is reasonable to estimate that a like amount of labor and fuel here will perform more than double the service. The above are only a few of the many reasons why the rates here are excessive as well as discriminative, to an excessive degree.

Yours respectfully,

J. S. LEEDS,
Traffic Manager.

TABLE OF COMPARATIVE GRAIN RATES.

Straight or Mixed Carloads of Wheat, Corn, Barley, Oats, and Rye.

To Port Costa From—	Distance— Miles.	Rate per Ton.
Selby	3	\$0 55
Vallejo Junction.....	3	45
Tormey	5	75
Martinez.....	4	35
Benicia	1	50
Pinole	8	78
Avon	7	45
Bay Point.....	10	45
Goodyear.....	7	75
Flosden	9	1 25
Teal	12	75
Napa Junction	12	1 25
San Pablo.....	14	78
Sobranste	11	78
Concord	11	85
Hookston.....	14	1 10
McAvoy	13	50
Suisun	17	75
Cordelia	19	1 20
Creston	16	1 25
Merino	20	1 25
Thompson.....	16	1 25
Napa	20	1 25
Point Isabel	19	78
Steger	18	78
Walnut Creek.....	17	1 35
Cornwall.....	18	60
Shellville	24	1 25
Oak Knoll	25	1 25
Stock Yard	23	78
West Berkeley.....	22	78
Hemmes.....	21	1 50
Danville	24	1 75
Antioch	23	70
Cannon	24	1 30
Vanden	23	1 20

COMPARATIVE GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rate per Ton.
El Verano	29	\$1 25
Yountville	29	1 25
Elmira	28	1 40
Oakland Wharf	28	78
Oakland, 16th Street	26	78
San Ramon	27	2 00
Neroly	27	75
Sobre Vista	31	1 25
Yulupa	32	1 25
Gelston	33	1 40
Glen Ellen	34	1 40
Warfield	35	1 45
Drummond	36	1 50
Wildwood	40	1 70
Oakville	32	1 35
Rutherford	34	1 45
San Francisco	32	78
Brentwood	31	75
Byron	36	75
Vacaville	32	1 60
Violet	34	1 70
Hartleys	37	1 75
Allendale	37	1 50
Batavia	33	1 50
Dixon	35	1 55
Tremont	40	1 65
Melrose	36	1 40
San Leandro	45	1 50
Bello	36	1 50
St. Helena	38	1 70
Barro	45	1 45
Los Guillicos	45	1 95
South Los Guillicos	41	1 70
Annadel	44	2 00
Melitta	46	2 00
Bale	45	1 45
Maple	44	2 00
Calistoga	47	2 10
Bethany	45	1 80
Lorenzo	42	2 00
Haywards	45	2 00
Wolfskill	45	1 90
Winters	45	1 90
Davis	44	1 60
Elys	49	2 00
Swingle	48	1 60
Webster	48	1 60
Merritt	49	1 70
Santa Rosa	51	2 20
Tracy	51	1 35
Yarmouth	57	1 40
Decoto	52	2 00
Niles	54	2 00
Irvington	58	2 00
Sunol	60	2 25
Midway	59	2 35
Ellis	54	1 65
Banta	53	1 40
Sacramento	58	1 75
Santa Rosa	51	2 20
Citrona	52	2 00
Madison	55	2 00
Esparto	58	2 00
Capay	60	2 10
Mullen	52	1 75
Woodland	54	1 75
Curtis	59	1 75
Yolo	59	1 75

COMPARATIVE GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rate per Ton.
American River Bridge.....	61	\$1 85
Ben Ali.....	64	1 85
Arcade.....	66	1 85
Vernalis.....	61	1 50
Westley.....	69	1 55
Warm Springs.....	61	2 00
Milpitas.....	66	1 25
Pleasanton.....	66	2 60
Altamont.....	67	2 75
Cadanassa.....	65	2 36
Tancred.....	69	2 55
Knights.....	63	1 75
Blast.....	64	1 75
Lathrop.....	62	1 50
Brighton.....	63	2 15
Homestead.....	61	2 15
Morrano.....	68	1 50
Ripon.....	72	1 60
Salida.....	75	1 80
Stockton.....	71	1 50
Charleston.....	78	1 50
Walthall.....	80	1 50
Castle.....	76	1 50
Emerald.....	76	1 80
San José.....	72	2 45
Livermore.....	71	2 80
Surrey.....	72	2 63
Amaranth.....	73	2 67
Guinda.....	74	2 72
Sauterne.....	75	2 75
Cashmere.....	76	2 82
Rumsey.....	79	2 92
Chandler.....	74	1 90
Marcuse.....	77	1 95
Tudor.....	80	2 00
Dunnigan.....	72	1 80
Harrington.....	77	1 80
Antelope.....	72	2 00
Roseville Junction.....	76	2 10
Whitneys.....	82	2 15
Lincoln.....	86	2 20
Ewing.....	90	9 30
Modesto.....	82	2 00
Ceres.....	87	2 10
Keyes.....	90	2 10
Oswald.....	85	2 00
Yuba City.....	89	2 40
Arbuckle.....	82	1 80
Geneva.....	86	1 80
Macy.....	87	1 90
Crows Landing.....	81	2 00
Newman.....	88	2 10
Holden.....	82	1 50
Peters Junction.....	86	1 50
Lodi.....	83	1 90
Acampo.....	86	1 55
Forest Lake.....	87	1 65
Galt.....	86	1 65
Sheridan.....	94	2 30
Wheatland.....	97	2 30
Turlock.....	95	2 25
Marysville.....	91	2 40
Williams.....	93	1 95
Colusa Junction.....	98	2 00
Gustine.....	92	2 10
Linora.....	95	3 25
Ingomar.....	98	2 30

COMPARATIVE GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rate per Ton.
Waverly	93	\$1 95
Farmington	91	1 75
Trigo	94	1 90
Comita	96	2 00
Clyde	99	2 00
Cicero	95	2 55
Reeds	104	2 40
Rupert	108	2 40
Delevan	107	2 20
Delphi	101	2 30
Livingston	105	2 30
Arena	108	2 35
Maxwell	102	2 05
Volla	104	2 30
Los Baños	109	2 35
Burnett	103	2 00
Milton	101	2 00
Oakdale	105	2 00
Claribel	109	2 20
Carbondale	107	2 75
Ramirez	119	2 70
Coombs	120	2 70
Norman	120	2 70
Longdale	113	2 40
Willows	119	2 50
Atwater	112	2 45
Merced	120	2 45
Agatha	111	2 50
Waterford	115	2 30
Hickman	117	2 40
Ione	114	2 75
Kurand	125	2 90
Halconera	128	2 90
Millsholm	129	3 00
Alingard	125	2 85
Athlone	129	2 85
Dos Palos	122	2 60
Oxalis	129	2 75
Palermo	135	3 00
Honcut	122	2 70
Vancluse	123	2 80
Lyman	123	2 65
Germantown	126	2 70
Montpellier	123	2 45
Ryer	130	2 55
Cox Lane	126	3 00
Live Oak	128	2 50
Gridley	128	2 70
Villa Verona	132	3 05
Oroville	135	3 00
Biggs	135	2 85
Silsby	137	3 00
Amsterdam	135	2 60
Athens	135	3 25
Fruto	135	3 50
Greenwood	132	2 85
Malton	135	3 05
Firebaugh	135	3 00
Minturn	136	3 00
Mendota	144	3 10
Whites Bridge	146	3 20
Kirkwood	143	3 15
Corning	143	3 30
Califa	141	3 20

COMPARATIVE GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rate per Ton.
Berenda	145	\$3 20
Nelson	141	3 10
Durham	147	3 15
Chico	154	3 20
Richfield	151	3 50
Finnell	154	3 50
Talbot	151	4 05
Daulton	157	4 80
Madera	153	3 30
Borden	156	3 40
Irrigosa	159	3 50
Jamesan	154	3 30
Collis	162	3 55
McMullin	169	3 75
Herndon	165	3 50
Muscatel	167	3 60
Herbert	164	5 80
Raymond	166	6 00
Nord	161	3 25
Anita	163	3 30
Cana	165	3 35
Soto	168	3 40
Proberta	160	3 50
Rawson	163	3 50
Red Bluff	168	3 50
Vina	172	3 45
Hooker	178	3 70
Merced	170	2 60
Fresno	175	3 60
Malaga	179	3 75
Ormus	174	3 75
Caruthers	180	3 85
Canda	186	3 80
Butler	181	3 75
Minneola	184	3 75
Sanger Junction	189	3 85
Fowler	184	3 75
Sesma	180	3 50
Tehama	181	3 50
Cottonwood	185	3 75
Lillis	190	3 85
Hardwick	192	3 90
Fortuna	195	3 85
Reedley	199	3 90
Selma	190	3 85
Kingsburg	195	3 85
Dinuba	205	4 00
Monson	209	4 00
Traver	200	3 90
Cross Creek	203	3 90
Goshen	209	4 00
Taurusa	216	4 10
Tagus	214	4 10
Tulare	219	4 10
Tokay	225	4 15
Tipton	229	4 15
Kaweah	223	4 10
Exeter	227	4 15
Hanford	222	4 00
Armona	225	4 00

COMPARATIVE GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rate per Ton.
Lemoore	230	\$4 40
Lindsay	234	4 20
Roth	238	4 20
Pixley	236	4 20
Heinlen	231	4 40
Huron	239	4 40
Porterville	244	4 25
Dathol	246	4 55
Alida	241	4 20
Terra Bella	252	4 30
Orris	239	4 30
Coalinga	254	4 70
Alcalde	259	4 75
Delano	250	4 25
Poso	262	4 30
Kimberlana	265	4 35
Lerdo	270	4 35
Glenburn	275	4 40
Bakersfield	282	4 40

COMPARISON OF PASSENGER RATES.

On May 6, 1892, Commissioner Beckman, in answer to a communication from Mr. Leeds on "Excessive Fares," filed the following comparison of California passenger rates with the rates charged by five of the leading railroad companies of Illinois, as established by the Railroad Commissioners of that State:

CALIFORNIA ROADS.			EASTERN ROADS.		
From San Francisco To—	Miles.	Rate.	From Chicago To—	Miles.	Rate.
Milbrae	17	\$0 45	<i>Via Chicago & Northwestern.</i>		
San José	50	1 25	Elmhurst	16	\$0 48
Sacramento	90	2 50	Gilberts	50	1 35
Newcastle	121	3 45	Rockford	93	2 65
			Freeport	121	3 63
Stockton	92	2 50	<i>Via Burlington Route.</i>		
Redding	260	7 05	Arlington	92	2 76
Fresno	207	5 90	Krum	261	7 83
Clipper Gap	132	3 95	Burlington	207	6 21
			Kewanee	132	3 96
Tipton	257	7 55	<i>Via Chicago and Alton.</i>		
Madera	185	5 25	Alton	257	7 71
Santa Rosa	52	1 50	Springfield	185	5 55
Fowler	216	6 20	Wilmington	52	1 56
			Jacksonville	216	6 48
Vina	202	5 65	<i>Via Chicago & Rock Island.</i>		
Gridley	159	4 60	Durant	202	5 77
Ripon	105	2 82	Geneseo	159	4 71
Monterey	125	3 00	Penn	100	2 92
			Tiskilwa	122	3 58
Salida	108	2 90	<i>Via Illinois Central.</i>		
Bakersfield	314	9 10	Ludlow	108	3 24
Carnadero	83	2 25	Makanda	316	9 48
Paso Robles	216	6 20	Gilman	81	2 43
			Edgewood	214	6 42

On May 7, 1892, Commissioner Beckman filed the following comparison of passenger rates:

CALIFORNIA ROADS.			EASTERN ROADS.		
From San Francisco To—	Miles.	Rate.		Miles.	Rate.
Herndon	197	\$5 60	<i>Baltimore and Ohio.</i>		
Lodi	104	2 95	Cin. to Parkersburg	195	\$5 75
Athlone	162	4 55	<i>Lake Shore and M. S.</i>		
Red Bluff	225	6 45	Jackson to Fort Wayne	100	3 25
Tokay	257	7 40	<i>Chicago, R. I., and P.</i>		
Penryn	118	3 55	Keokuk to Des Moines	162	4 86
Tagus	247	7 10	<i>Burlington & Grand Rapids.</i>		
Pacific Grove	128	3 25	Burlington to Manly Jct.	225	6 75
Merced	152	4 25	Burlington to Clifford	253	7 60
Ripon	105	2 82	Grand Rapids to Docorak	118	4 10
Hillsdale	55	1 40	<i>Chicago, Burlington, and Q.</i>		
Elk Grove	124	3 30	St. Louis to Rock Island	247	9 00
Niles	30	75	<i>St. Paul and Duluth.</i>		
Wheatland	129	3 70	Duluth to Wyoming	125	3 68
Willows	151	4 55	Duluth to St. Paul	155	4 30
Pampa	329	9 70	<i>Pontiac, Oxford & Northern.</i>		
Arena	140	3 90	Detroit to Caseville	100	3 00
Modesto	114	3 10	Detroit to Clifford	55	1 65
McConnells	120	3 30	<i>Cincinnati and Chatta.</i>		
Chittendens	91	2 50	Cincinnati to Moreland	124	3 71
Lathrop	91	2 50	Cincinnati to Sherman	28	83
Seaside	123	3 00	Cincinnati to McKinney	129	3 86
Rosamond	400	12 00	Cincinnati to Science H.	152	4 52
Forest Lake	111	3 20	Cincinnati to Boyce	330	9 75
Vega	97	2 65	<i>Meridian and Vicksburg.</i>		
Sargents	87	2 35	Meridian to Vicksburg	140	4 15
Turlock	128	3 50	Meridian to Bolton	113	3 35
Live Oak	153	4 40	<i>Central Vermont Railroad.</i>		
Biggs	163	4 70	Ogdensburg to Rauepoint	118	3 55
Fresno	207	5 90	<i>Ind. and Ill. Southern.</i>		
Poso	294	8 50	Eppinghorn to Santz C'y	91	2 75
Tulare	251	7 25	<i>Boston and Maine Railroad.</i>		
Lancaster	407	12 80	Worcester to Rochester	95	3 00
Kingsburg	226	6 50	<i>Old Colony Railroad.</i>		
Castroville	110	3 00	Boston to Prov. Town	120	2 95
Modesto	114	3 10	<i>Lake Erie and Western.</i>		
Durham	176	5 20	Sandusky to Deer Creek	400	11 20
Nelson	173	5 00	Sandusky to St. Mary's	110	3 35
Bakersfield	314	9 10	<i>Buffalo-Rochester Railroad.</i>		
			Rochester to Ashford	94	2 81
			<i>Del., Lackawana, and W.</i>		
			New York to Easton	85	2 10
			<i>New York, Ontario, and W.</i>		
			New York to Livingston	128	3 58
			<i>Ind., Decatur, and W.</i>		
			Indianapolis to Decatur	153	4 60
			<i>Cleveland, Lorain, and W.</i>		
			Lorain to Bellaire	162	4 75
			<i>Cin., Hamilton, and Dayton.</i>		
			Cincinnati to Toledo	202	5 95
			<i>Philadelphia and Erie R. R.</i>		
			Philadelphia to Erie	288	8 65
			<i>Norfolk and Western R. R.</i>		
			Norfolk to Bonsaks	251	8 45
			Norfolk to Bristol	408	13 80
			<i>Louisville and Memphis.</i>		
			Louisville to Paducah	226	6 60
			Louisville to Beaver Dam	108	3 10
			<i>Kansas City and Ocoola.</i>		
			Kansas City to Ocoola	111	3 25
			<i>Terre Haute and Peoria.</i>		
			Terre Haute to Peoria	176	5 30
			<i>Brunswick and Western.</i>		
			Albany to Brunswick	171	5 15
			<i>Chicago and Milwaukee.</i>		
			Lacrosse to Flandran	311	12 45

AMENDED SCHEDULE OF COMPARATIVE PASSENGER RATES.

SACRAMENTO, May 7, 1892.

To the honorable Board of Railroad Commissioners of California:

GENTLEMEN: In making comparisons between California passenger rates and those of Eastern roads, I left out the following-named branches of the Southern Pacific Company, for the reason that this Board allows the following-named branches to charge a higher rate than is charged on the main lines:

Sacramento to Placerville, 59 miles.

Berenda to Raymond, 21 miles.

Fresno to Porterville, 69 miles.

Bracks to Valley Springs, 40 miles.

Stockton to Milton, 30 miles.

Willows to Fruto, 17 miles.

I have also omitted in my comparisons the following roads, not belonging to the Southern Pacific Company:

Colusa and Lake, 22 miles, 8 cents per mile.

Visalia, 7 miles, 7 cents per mile.

Yreka, 8 miles, 8 cents per mile.

Nevada-California-Oregon, 79 miles, 4 cents per mile.

Carson and Colorado, 107 miles, 6½ cents per mile.

Nevada County Narrow Gauge, 22 miles, 10 cents per mile.

Visalia and Tulare, 11 miles, 5 cents per mile.

San Diego and Cuyamaca, 26 miles, 7 cents per mile.

North Pacific Coast, 73 miles.

Arcata and Mad River, 12 miles.

El River and Yreka, 25 miles.

Southern California, 468 miles. On this road the charges are about the same as those on the main lines of the Southern Pacific Company.

Respectfully submitted.

WM. BECKMAN,
Commissioner.

Filed in office of the Board of Railroad Commissioners, this ninth day of May, 1892.

JAS. V. KELLY,
Secretary.

COMPARISON OF FREIGHT RATES.

On June 7, 1892, Commissioner Beckman filed the following comparison of freight rates on wheat in California, now in force, with rates now in force in Illinois, and also as charged on the Chicago, Milwaukee, and St. Paul Railroad:

SACRAMENTO, May 21, 1892.

To the honorable Board of Railroad Commissioners of California:

GENTLEMEN: According to promise, I have prepared the wheat rates of California roads with the wheat rates of Illinois, as established by the Railroad Commissioners of that State, and also as charged by the Chicago, Milwaukee, and St. Paul Road in Illinois, the terminal point being Chicago, and all shipping points on the Mississippi and Illinois Rivers.

As the rate on wheat is uniform in Illinois at so much per ton per mile, it does not matter where the terminal point is. In California I have selected Port Costa, South Vallejo, Sacramento, Stockton, and San Francisco, all these places being connected with water transportation. I have only made a comparison as high as 87 miles in California, as there is no place in Illinois where wheat has to be transported more than 90 miles to reach a shipping point on either the lake or the rivers. As Illinois is bounded, as you will see by the inclosed map, on the east by the lake, on the west by the Mississippi River, on the south by the Ohio River, and on the east by the Wabash River, and as the Illinois River runs from Alton to Peoria, and as Peoria is nearly the center of the State, in no case is it necessary to ship wheat more than 90 miles to get water transportation. And you will see, so far as that distance is concerned, by comparison, that the rates are lower in California than they are in Illinois. Now, wherever wheat is shipped a longer distance than 90 miles, the rate is higher in California than it is in Illinois, and I will mention Traver and Redding for examples. It is 200 miles from Port Costa to Traver, and the rate is \$3 90; the Illinois Commissioners' rate is \$2 43 for the same distance, and the rate of the Chicago, Milwaukee, and St. Paul Railroad for the same distance is \$2 37. From Port Costa to Redding the distance is 202 miles, and the rate is \$3 90; while in Illinois, for the same distance, the Commissioners' rate is \$2 43, and the rate of the Chicago, Milwaukee, and St. Paul Railroad, for the same distance, is \$2 37.

There is no necessity in Illinois to ever ship wheat 200 miles, unless parties wish to ship from the Mississippi to Chicago, which will average from 180 to 200 miles, but the presumption is that a man having wheat on the Mississippi River will never transfer it to Chicago, as he has as good accommodations on the Mississippi as he would have on the lake.

This schedule is filed simply for your information, and I do not claim that the rates, both in California and in Illinois, are not too high. Mr. Leeds has filed a schedule with you, comparing rates in Kansas and California, which, plainly to be seen on the face of it, is delusive, and tends to deceive this Board, his employers, and the people of this State generally. This must be well known to Mr. Leeds, for, as Traffic Manager of the Missouri Pacific Railroad, he had all the information that any man could have concerning rates and comparisons.

In his comparison of Kansas and California he selects the Santa Fe road and the main line, from station to station, running over the coal beds where coal is from 70 cents to \$1 per ton; while in California, of some one hundred and sixty comparisons, he selected more than one half on side roads—short roads off the main line—and even then claiming that in Kansas the rates were higher on main lines than on branches. Now, this may be all a fact, but from a business standpoint I cannot believe it.

But Mr. Leeds has strange ideas in discussing the passenger rates of this State, and when he urged this Board to have a uniform passenger rate all over California, I cited the Colusa road, and asked him if he could make a uniform rate, the same per mile as the Southern Pacific on their main lines, over said Colusa road. He said, "Yes." I then asked him if he would confiscate that road. He then said, "Yes; rather confiscate that road than let the balance of the people of this State suffer."

Now, there are about twenty railroads in this State not belonging to the Southern Pacific Railroad system, and the moment this Board should make a uniform rate for passengers—say at 3 cents per mile, the same as it is through most of the States in the Union—it would practically confiscate all the above roads; and then I might ask Mr. Leeds, after these roads are bankrupt and have to be sold by a receiver, who would be in a position to buy them in California? Would not they fall, naturally, into the hands of the Southern Pacific?

I also promised this Board that I would make a comparison, taking Duluth as a terminal point, and as soon as I get the freight schedules of the Dakotas, Minnesota, and Iowa, I will furnish this Board with a comparison. I would therefore ask that this comparison be filed in this office for future information.

Respectfully,

WM. BECKMAN.

COMPARISON OF WHEAT RATES

Of California Roads with the Rates as Established by the Railroad Commissioners of Illinois, and also Charged by the Chicago, Milwaukee, and St. Paul Road in Illinois.

Chicago is the terminal point in Illinois.

	Miles.	Cents Per Ton.	Illinois Com- missioners' Schedule.	Chicago, Mil., and St. Paul Dis- tance Tariff.
To Port Costa from—				
Martinez.....	3½	35	76	73
Avon.....	7	40	93	89
Bay Point.....	10	45	93	89
McAvoy.....	13	50	102	97
Cornwall.....	18	60	104	102
Los Medanos.....	20	70	113	102
Antioch.....	22	70	113	108
Brentwood.....	31	75	124	119
Byron.....	36	75	130	124
Bethany.....	44	110	136	129
Tracy.....	51	135	147	141
Banta.....	54	140	147	141
San Joaquin Bridge.....	59	140	153	145
Lathrop.....	62	150	158	151
French Camp.....	66	150	162	157
Stockton.....	71	150	170	162
Castle.....	77	150	173	165
Lodi.....	84	150	176	168
Acampo.....	87	155	179	171
Army Point.....	3	75	76	73
Goodyears.....	7	75	93	89
Teal.....	12	75	102	97

COMPARISON OF WHEAT RATES—Continued.

	Miles.	Cents Per Ton.	Illinois Com- missioners' Schedule.	Chicago, Mil., and St. Paul Dis- tance Tariff.
Suisun	17	75	104	102
Vanden	23	120	113	108
Batavia	33	150	124	119
Dixon	36	150	130	124
Briggs	44	160	136	129
Webster	49	160	147	141
Woodland	54	175	147	141
Curtis	59	175	153	145
Knights	63	175	158	151
Vallejo Junction	3	45	76	73
Hercules	7	78	93	89
Sobranite	11	78	93	89
San Pablo	15	78	102	97
Highland	20	78	113	102
Yarmouth	57	140	153	145
Vernalis	61	150	158	151
Westley	69	155	162	157
To South Vallejo from—				
Floresden	4	60	76	73
Napa Junction	7	75	93	89
Thompson	11	95	93	89
Suscol	13	100	102	97
Union	12	100	104	102
Oak Knoll	18	100	113	102
Trubody	24	100	113	108
Bello	31	145	124	119
To Sacramento from—				
American River Bridge	3	45	76	73
Ben Ali	6	60	84	81
Arcade	8	70	93	89
Antelope	14	70	102	97
Roseville	18	130	108	102
Whitneys	24	150	113	108
Lincoln	29	170	118	113
Ewing	33	180	124	119
Sheridan	36	180	130	124
Wheatland	40	180	130	124
Brighton	6	90	84	81
Florin	9	100	93	89
McConnells	19	100	108	102
Arno	21	110	113	108
To Stockton from—				
Castle	6	75	84	81
Lodi	13	75	102	97
Acampo	16	90	108	102
Galt	21	100	113	108
French Camp	5	75	76	73
Lathrop	9	75	93	89
Morrano	13	85	102	97
Ripon	19	95	108	102
Salida	22	115	113	108
Modesto	29	135	118	113
Keyes	37	145	130	124
Turlock	42	160	136	129
Yarmouth	26	135	118	113
Westley	38	150	130	124
Emerald	45	165	136	129
Crows Landing	50	165	141	135
To San Francisco from—				
East Oakland	9	95	93	89
Melrose	12	100	102	97
San Leandro	16	100	108	102
Alvarado Crossing	24	100	113	108
Niles	30	100	118	113
Farwells Spur	33	150	124	114
Sunol	37	150	130	124

SACRAMENTO, CAL., June 4, 1892.

To the honorable Board of Railroad Commissioners of California:

GENTLEMEN: On March 14, 1892, Mr. Leeds filed a schedule comparing grain rates on the Santa Fe road in Kansas, and also grain rates of most of the roads of California. I at that time asked him to swear to the correctness of the schedule. He answered me that we could find that out, and it was our business to find it out; so now I have looked into it, and I have found out. In making up his schedule he averaged from five to ten stations in California, and compared them with one station in Kansas. In Kansas he selected one straight road of 291 miles, running over a coal bed, where coal is selling from 70 cents to \$1.25 per ton; while in California coal is selling from \$6 to \$8 per ton.

Now, I took Mr. Leeds' schedule, and took one station in California against one station in Kansas for the same distance, as I found he had two hundred and fifty-two stations in California, mostly on branches, and he only had thirty-three stations in Kansas on the main line. Now, I find by comparison that freight rates for 131 miles in California are lower than they are in Kansas. From 163 miles in California to 282 miles, the rate is raised from \$3.30 to \$4.40; that is a gradual raise from station to station. In Kansas, from 168 miles to 291 miles, the raise is only 25 cents, and that is at the last station. The reason of this is that there are five railroads competing for traffic, and consequently cut the rate away below the rate that is charged for the distance of 131 miles. You will see, by the accompanying map, that Mr. Leeds selected the majority of the stations on branch lines, such as Oroville, Carbondale, Fruto, Rumsey, Calistoga, Ione, Alcalde, Raymond, Santa Rosa, and several other branch lines. He also selects San José, Milpitas, and stations that never ship to Port Costa.

I also present five maps of the five leading railroads in Kansas that, you will see, run parallel with one another.

Now, after making this comparison with Mr. Leeds' schedule, and taking station for station, I find that, in the aggregate, the California rate is one fourth of one per cent per ton per mile more than it is in Kansas, and for the 131 miles it is less in California than it is in Kansas. But his ingenious schedule is in keeping with all the ingenuity of Mr. Leeds, as this Board has asked him time and again to comply with the law, as Section 9, Chapter LIX, of the Statutes of California, provides as follows:

"All complaints before said Board shall be in writing and under oath. All decisions of said Board shall be given in writing, and the grounds of the decisions shall be stated. A record of the proceedings of said Board shall be kept, and the evidence of persons appearing before said Board shall be preserved."

How easy it would be for him to file a complaint, swear to the same, bring the case before our Board, and, in sixty days at least, we would render the decision, and that would end the whole controversy; but, should he do so, his occupation would be gone, as I apprehend that the Traffic Association would have no further use for him. The Santa Clara lumber case did not take sixty days, and I do not think, on any complaint that should be filed with us, that we would require more than sixty days to settle it. Now, this has been told to Mr. Leeds time and time again, but he insists that we must do everything on our own motion.

When our President asked Mr. Leeds to file his complaint and swear to it, he said he did not wish to do so. Mr. Rea then asked him to have one of the Traffic Association swear to it. He then answered Mr. Rea, and said that as they were business men, they would hate to do so, for fear the railroad company might use their influence against him. If Mr. Leeds tells the truth, I feel sorry for the three hundred gentlemen that belong to the Traffic Association.

While I am not personally acquainted with any of the members of the Traffic Association, I have every reason to think that they are gentlemen, but I do feel sorry for them that they have not got backbone enough to swear to a complaint when they think they have one.

Now, I do not claim by making this comparison but what wheat rates may be too high in Kansas and also in California, but I merely file this schedule and the maps to show the facts as they exist.

Respectfully yours,

WM. BECKMAN,
Commissioner.

COMPARATIVE GRAIN SCHEDULE.

Compiled by COMMISSIONER BECKMAN.

CALIFORNIA RAILROADS.

SANTA FE RAILROAD, IN KANSAS.

To Port Costa From—	Miles.	Rate.	To Atchison From—	Miles.	Rate.
Floresden	9	\$1 25	Hawthorn	9	\$1 00
Concord	11	85	Comings	11	1 00
Vanden	23	1 20	Desota	25	1 20
Napa	20	1 25	Mortonville	17	1 20
Yountville	29	1 25	Valley Falls	26	1 30
Rutherford	34	1 40	Rock Creek	35	1 40
Milton	36	1 40	Meriden	39	1 40
Davis	44	1 60	North Topeka	49	1 40
Ellis	54	1 65	Paulin	57	1 60
Westley	69	1 55	Carbondale	67	1 70
Morrano	68	1 50	Carbondale	67	1 70
Emerald	76	1 80	Burlingame	76	1 90
Salida	75	1 80	Burlingame	76	1 90
Modesto	82	2 00	Osage City	84	1 90
Trigo	94	1 90	Reading	96	2 10
Livingston	105	2 30	Emporia Junction	110	2 20
Waterford	115	2 30	Plymouth	120	2 30
Ryer	130	2 55	Ellinor	126	2 50
Live Oak	121	2 50	Ellinor	126	2 50
Amsterdam	131	2 60	Evens	136	2 70
Mendota	144	3 10	Clements	145	2 80
Chico	154	3 20	Florence	156	2 90
Anita	163	3 30	Peabody	168	3 00
Vina	172	3 45	Walton	178	3 00
Tehama	181	3 50	Newton	184	3 00
Kingsburg	195	3 85	Halsted	194	3 05
Cross Creek	203	3 90	Burton	203	3 10
Tulare	219	4 10	Hutchinson	218	2 10
Hanford	222	4 00	Nickerson	228	3 10
Pixley	236	4 20	Sterling	236	3 10
Alila	241	4 20	Raymond	248	3 20
Orris	259	4 30	Ellinwood	259	3 20
Lerdo	270	4 35	Great Bend	269	3 20
Glenburn	275	4 40	Pawnee Rock	282	3 20
Bakersfield	282	4 40	Larned	291	3 25

R. O. SHIVELY vs. ALL RAILROADS IN CALIFORNIA.

COMPLAINT.

SAN JOSÉ, CAL., May 30, 1892.

To the Board of Railroad Commissioners of the State of California:

The undersigned, your complainant, respectfully represents: That he is, and for ten years last past has been, a citizen and resident of the State of California, and a merchant engaged in doing business as such in the city of San José, in said State.

That as such citizen and merchant, your complainant has been engaged in the shipment and distribution of large quantities of merchandise of various kinds by and over the railroad lines of the various transportation companies of the State of California.

That during much of said time your complainant has been connected with the Board of Trade and with the Chamber of Commerce of the city of San José. That the experience of your complainant as a merchant, and his observations as a member of the said trade organizations, and the information gathered by your complainant as a citizen of the State of California, interested in its public affairs, have led your complainant to the belief that the freights and fares charged by the transportation companies of the State of California are excessive, and that there should be a general and thorough revision of the freight and fare schedules of all the transportation companies of the State of California, and a material reduction in transportation charges upon every class of produce and merchandise to and from all points of shipment throughout the entire State.

The Constitution provides that your honorable body is the tribunal to which application should be made for the revision of railroad freights and fares. The Traffic

Association of California has called your attention to the general dissatisfaction among the people of California with the existing transportation charges. In a document filed on the 20th of March, 1892, your Commission recognized the fact of this public discontent, and announced that it stood ready to make such a general and sweeping revision of transportation schedules as justice to the producer, the consumer, and the carrier required, and invited the filing of a complaint. It was the general expectation that in response to this announcement of the Commission the Traffic Association of California would file such a complaint, but for some reason it has thus far failed to seize the opportunity to secure for the people of California the revision of the transportation schedules.

As a merchant and citizen of California, your complainant therefore files this communication as a complaint, and avers:

First—That the rates of railroad fare are, to the best information and belief of your complainant, much higher than those of other railroads in other portions of our country similarly circumstanced as to grade, custom, and cost of operation, and that the present fare schedules of California should be reduced not less than 10 per cent over all its transportation lines.

Second—Your complainant avers: That the freight rates of the transportation companies of California are excessive, and that grave and unjust discriminations exist between classes of produce and points of shipment throughout the State, and that, according to the information and belief of your complainant the said freight schedules of all of the transportation companies of California should be thoroughly revised, so as to affect every class of merchandise and every point of shipment, and that the said freight rates and charges should be reduced not less than 20 per cent upon existing freight schedules.

Your complainant respectfully represents that it would be impossible to prepare or present in detail a specific statement of excessive freight and fare charges in any single complaint.

Your honorable body, however, is referred to the tables and statements showing comparative freight and fare charges of the Southern Pacific Company, and of various Eastern railroads which have been filed with your Commission during the present year. You are also referred to the annexed comparative tables, which, according to the information and belief of your complainant, are correct, and which are hereby made a part of this complaint.

Wherefore, your petitioner prays that your honorable body take such action as may be necessary to bring about a general revision of the freight and fare rates and schedules of the railroad companies doing business in the State of California.

R. O. SHIVELY,
Petitioner.

STATE OF CALIFORNIA, 1 ss.
County of Santa Clara, }

R. O. Shively, being duly sworn, upon his oath states that he has heard read the foregoing complaint, and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters therein which are stated upon his information and belief, and as to those matters he believes it to be true.

R. O. SHIVELY.

Subscribed and sworn to before me, this thirtieth day of May, 1892.

JOHN E. RICHARDS,
Notary Public.

COMPARATIVE TABLES

Showing Difference between Freight Rates of the Southern Pacific Company and certain Eastern Railroads upon Certain Classes of Produce between practically Equi-distant Points.

SUGAR (in Barrels).

Southern Pacific.	Miles.	Rate per 100 lbs.	Atchison, Topeka, and Santa Fe.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Caliente, Cal.	325	\$1 25	Nettleton, Kan.	326	\$0 52
Bakersfield, Cal.	303	1 20	Larned, Kan.	307	47
Poso, Cal.	282	1 15	Great Bend, Kan.	286	41
Tipton, Cal.	250	1 02	Sterling, Kan.	253	41
Goshen, Cal.	229	92	Kent, Kan.	228	40
Fowler, Cal.	205	79	Newton, Kan.	201	36

RICE.

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Mojave, Cal.	370	\$1 30	Menlo, Kan.	372	\$0 56
Bakersfield, Cal.	303	2 20	Ellis, Kan.	303	50
Delano, Cal.	270	1 12	Gorham, Kan.	272	42
Tipton, Cal.	250	1 02	Bunker Hill, Kan.	253	40
Goshen, Cal.	229	92	Blackwood, Kan.	231	40
Fresno, Cal.	195	75	Bavaria, Kan.	194	36

RICE.

Southern Pacific.	Miles.	Rate per 100 lbs.	Chicago and Alton.	Miles.	Rate per 100 lbs.
Sacramento to—			Bloomington to—		
Tehama, Cal.	125	\$0 44	Godfrey, Ill.	125	\$0 21
Kirkwood, Cal.	111	41	Shipman, Ill.	111	20
Greenwood, Cal.	100	37	Macoupin, Ill.	103	19
Lyman, Cal.	90	32½	Anderson, Ill.	92	18
Norman, Cal.	80	30½	Virden, Ill.	80	17
Colusa Junction, Cal.	67	29½	Chatham, Ill.	67	16

CURED AND SALTED MEATS.

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Bakersfield, Cal.	303	\$1 20	Ellis, Kan.	303	\$0 50
Delano, Cal.	270	1 12	Gorham, Kan.	272	42
Tokay, Cal.	245	99½	Dorrance, Kan.	246	40
Cross Creek, Cal.	223	88	Ellsworth, Kan.	224	40
Fresno, Cal.	195	75	Bavaria, Kan.	194	36
Madera, Cal.	174	64	Solomon, Kan.	172	31

CROCKERY.

Southern Pacific (Coast Division).	Miles.	Rate per 100 lbs.	Old Colony Railway (Massachusetts).	Miles.	Rate per 100 lbs.
San Francisco to—			Boston to—		
Santa Cruz, Cal.	121	\$0 34	Provincetown, Mass.	120	\$0 16
Pajaro, Cal.	99	50	Eastham, Mass.	97	15
Gilroy, Cal.	80	40	Harwich, Mass.	85	14
Madrone, Cal.	69	36	Falmouth, Mass.	68	12
San José, Cal.	50	20	Tremont, Mass.	46	10
San Mateo, Cal.	21	15	Cohasset, Mass.	22	07

CROCKERY.

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
Fresno to—			Omaha to—		
Keene, Cal.	143	\$0 74	Norfolk, Neb.	142	\$0 23
Caliente, Cal.	130	67½	Madison, Neb.	127	23
Wade, Cal.	115	60	Humphrey, Neb.	117	23
Glenburn, Cal.	100	52½	Oconee, Neb.	101	22
Alcalde, Cal.	95	55¼	Columbus, Neb.	91	21
Lemoore, Cal.	55	32½	Wahoo, Neb.	54	15

FISH (Dried and Pickled).

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Bakersfield, Cal.	303	\$1 20	Grant, Kan.	302	\$0 46½
Delano, Cal.	270	1 12	Natrona, Kan.	273	41
Tipton, Cal.	250	1 02	Luray, Kan.	251	35
Traver, Cal.	220	88	Lincoln Center, Kan.	220	35
Fresno, Cal.	195	75	Blue Springs, Neb.	198	23
Berenda, Cal.	166	60	Schroyer, Kan.	168	23

COAL OIL (in Cans).

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Traver, Cal.	221	\$1 66	Kanopolis, Kan.	219	\$0 50
Fowler, Cal.	205	1 58	Arcola, Kan.	205	47
Fresno, Cal.	195	1 50	Bavaria, Kan.	194	44
Madera, Cal.	174	1 28	Solomon, Kan.	172	39
Califa, Cal.	162	1 16	Abilene, Kan.	163	38
Athlone, Cal.	150	1 04	Chapman, Kan.	152	38

COAL OIL (in Tins, Boxed).

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
Sacramento to—			Omaha to—		
Redding, Cal.	170	\$1 27¼	Wood River, Neb.	169	\$0 44
Anderson, Cal.	159	1 19	Alda, Neb.	162	42
Red Bluff, Cal.	135	1 00	Paddock, Neb.	135	38
Tehama, Cal.	123	88	Clarks, Neb.	120	36
Vina, Cal.	115	82	Havens, Neb.	115	34
Chico, Cal.	96	62	Cayuga, Neb.	96	28

WIRE FENCE.

Southern Pacific.	Miles.	Rate per 100 lbs.	Burlington Route.	Miles.	Rate per 100 lbs.
San Francisco to—			Omaha to—		
Pampa, Cal.	318	\$1 23	Stratton, Neb.	310	\$0 56
Glenburn, Cal.	296	1 29	Culbertson, Neb.	294	54
Alcalde, Cal.	263	1 20½	Bartley, Neb.	267	51
Lethent, Cal.	229	99¼	Oxford, Neb.	229	47
Selma, Cal.	210	83	Holdrege, Neb.	206	45
Fresno, Cal.	195	75	Axtell, Neb.	192	42

SYRUP.

Southern Pacific.	Miles.	Rate per 100 lbs.	Burlington Route.	Miles.	Rate per 100 lbs.
Fresno to—			Omaha to—		
Mojave, Cal.	175	\$0 90	Hartwell, Neb.	173	\$0 37
Tehachapi, Cal.	155	80	Juniata, Neb.	157	31
Bealville, Cal.	135	70	Harvard, Neb.	135	28
Wade, Cal.	115	60	Grafton, Neb.	115	25
Lerdo, Cal.	95	50	Friend, Neb.	92	23
Delano, Cal.	75	40	Crete, Neb.	75	20

NEWS PAPER.

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Omaha to—		
Pampa, Cal.	318	\$1 23	Dexter, Neb.	315	\$0 58
Lerdo, Cal.	290	1 17	North Platte, Neb.	291	55
Alila, Cal.	262	1 08	Vroman, Neb.	260	52
Tipton, Cal.	250	1 02	Willow Island, Neb.	250	51
Tulare, Cal.	240	97	Coyote, Neb.	239	49
Traver, Cal.	221	88	Overton, Neb.	220	46

FLOW POINTS.

Southern Pacific.	Miles.	Rate Per 100 lbs.	Chicago and Alton.	Miles.	Rate per 100 lbs.
Fresno to—			Bloomington to—		
Keene, Cal.	143	\$1 07½	Delhi, Ill.	143	\$0 27½
Caliente, Cal.	130	97¼	Kane, Ill.	131	27
Mesa, Cal.	105	78¾	Manchester, Ill.	105	25½
Dathol, Cal.	81	60¾	Sinclair, Ill.	82	24
Huron, Cal.	74	55½	Ashland, Ill.	73	23½
Armona, Cal.	51	38	Greenview, Ill.	53	20½

FLOW POINTS (Loose).

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Wade, Cal.	310	\$2 32	Ogallah, Kan.	313	\$0 59
Lerdo, Cal.	290	2 17½	Hays, Kan.	289	53
Alila, Cal.	262	1 97	Russell, Kan.	263	50
Tulare, Cal.	240	1 79½	Wilson, Kan.	239	50
Traver, Cal.	221	1 65½	Lincoln Center, Kan.	220	46
Fresno, Cal.	195	1 46	Bavaria, Kan.	194	44

COKE (Less Than Carloads).

Southern Pacific.	Miles.	Rate per 100 lbs.	New York & New England Railway.	Miles.	Rate per 100 lbs.
San Francisco to—			Boston to—		
Goshen, Cal.	229	\$0 92	Newbury, N. Y.	229	\$0 15
Tehama, Cal.	187	54	Mill Plain, Conn.	185	15
Turlock, Cal.	116	35	Hartford, Conn.	117	14
Rumsey, Cal.	111	34	Buckland, Conn.	110	14
Capay, Cal.	93	28	Norwich, Conn.	94	13
Woodland, Cal.	86	25	Jewett City, Conn.	85	12

SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, Plaintiff,

vs.

ALL RAILROADS IN CALIFORNIA, Defendants. }

The People of the State of California send greeting to Southern Pacific Company:

You are hereby required to appear before the Board of Railroad Commissioners of the State of California, at the office of said Board, No. 27 "Chronicle" Building, in the City and County of San Francisco, State of California, within fifteen (15) days (exclusive of the day of service) after service on you of this summons, together with a copy of the complaint, and to answer said complaint, in writing, under oath, within fifteen (15) days after the service thereof.

Said action is brought against you by the above-named plaintiff for a general and thorough revision of the freight and fare schedules now in force, and for a material reduction in transportation charges upon every class of produce and merchandise to and from all points of shipment over your lines in California, and that the rates of railroad fares be reduced at least 10 per cent from the present fare schedules now used by you, and that the freight rates be reduced at least 20 per cent from the present freight schedule now in use by you, as more fully appears by the complaint on file in the office of the Board of Railroad Commissioners, and a copy of which is herewith attached, to which you are respectfully referred.

Given under my hand and seal of the Railroad Commissioners of the State of California, this twenty-first day of June, in the year of our Lord one thousand eight hundred and ninety-two.

[SEAL.]

JAS. V. KELLY,
Secretary Board of Railroad Commissioners.

STATE OF CALIFORNIA, }
City and County of San Francisco. }

I, R. H. Stafford, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on J. C. Stubbs, Third Vice-President of the Southern Pacific Company, by delivering to him personally, in San Francisco City and County, State of California, a printed copy of said summons, attached to a printed copy of the complaint of R. O. Shively vs. All Railroads in the State of California, as attached hereto.

Dated at San Francisco, this twenty-third day of June, 1892.

ROBT. H. STAFFORD,
Bailiff of the Board of Railroad Commissioners, State of California.

The following are the answers to the complaint, as filed in the office of the Board of Railroad Commissioners, by various railroad companies:

SAN FRANCISCO AND NORTH PACIFIC RAILWAY COMPANY.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA, }
City and County of San Francisco. }

I, R. H. Stafford, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on J. F. Burgin, President of San Francisco and North Pacific Railway Company, by delivering to him personally, in the City and County of San Francisco, State of California, a printed copy of said summons, attached to a printed copy of the complaint of R. O. Shively vs. All Railroads in the State of California, as attached hereto.

Dated at San Francisco, this twenty-second day of June, 1892.

ROBT. H. STAFFORD,
Bailiff of the Board of Railroad Commissioners, State of California.

OBJECTIONS OF THE SAN FRANCISCO AND NORTH PACIFIC RAILWAY COMPANY.

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, *Plaintiff*, }
vs. }
ALL RAILROADS IN CALIFORNIA, *Defendants*. }

Now comes the San Francisco and North Pacific Railway Company, and, without waiving the preliminary objections herein, as follows:

First—That the summons herein is not authorized by law, or the rules of this Board, in that the said company is not mentioned or referred to as a party defendant in the complaint herein.

Second—That said summons is in other respects not authorized by law or the rules of this Board.

But always and at all times insisting on said preliminary objections, and each of them, now makes the following objections to said complaint:

1. That said complaint does not state facts sufficient to authorize the proceedings herein as against said San Francisco and North Pacific Railway Company.

2. That said complaint contains more than one cause of action, and that said causes of action are not separately stated, in this, that an alleged cause of action is set up against each of the railroads of the State of California, and that said alleged causes of action are not separately stated as to each of said railroads.

3. That said complaint is uncertain and unintelligible in this, that it does not give such particulars of time, place, and circumstances as will enable said San Francisco and North Pacific Railway Company to answer the same intelligently.

Wherefore, the said San Francisco and North Pacific Railway Company prays that said proceedings may be dismissed.

CHARLES F. HANLON,
Attorney for said San Francisco and North Pacific Railway Company.

Filed in office of the Board of Railroad Commissioners, July 7, 1892.

JAS. V. KELLY,
Secretary.

NORTH PACIFIC COAST RAILROAD COMPANY.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA, }
City and County of San Francisco. }

I, R. H. Stafford, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on W. F. Russell, General Traffic Manager of the North Pacific Coast Railroad Company, by delivering to him personally, in the City and County of San Francisco, State of California, a printed copy of said summons, attached to a printed copy of the complaint of R. O. Shively vs. All Railroads in the State of California, as attached hereto.

Dated at San Francisco, this twenty-second day of June, 1892.

ROBT. H. STAFFORD,
Bailiff of the Board of Railroad Commissioners, State of California.

ANSWER OF THE NORTH PACIFIC COAST RAILROAD COMPANY.

To the honorable Board of Railroad Commissioners of the State of California:

The North Pacific Coast Railroad Company, answering the complaint of R. O. Shively against all railroad companies in California, and pursuant to the summons of your honorable Board, served upon it in San Francisco on the twenty-second day of June, 1892, respectfully represents:

That it is a corporation organized and existing under and by virtue of the laws of the State of California, and owning and operating a narrow gauge railroad extending from Sausalito, in the county of Marin, to Cazadero, in the county of Sonoma, in said State, with branch lines extending to Mill Valley, San Quentin, and San Rafael, in said county of Marin, and that it further operates and owns a line of steam ferry-boats plying between San Francisco and Sausalito. And this defendant, by way of answer to the said complaint of R. O. Shively, denies that the rates of railroad fare upon its lines are higher than those of other railroads in other portions of California, or of the United States similarly circumstanced as to grade, custom, and cost of operation; and it denies that its present fare schedule should be reduced in any degree whatsoever, and in that regard this defendant avers, that on the first day of April, 1892, it voluntarily reduced its schedule of fares by an average of more than twenty (20) per cent over its entire lines.

And for a further answer to said complaint, this defendant denies that its freight rates are excessive, or that it makes or permits any unjust discriminations between classes of produce or points of shipment upon its lines; and denies that its freight schedules should be revised in any degree, or that its freight rates or charges should be reduced to any extent, or at all.

This defendant further avers that it has been operating said railroad lines for many years, and that it is not aware of any dissatisfaction or complaint among any of the patrons of its lines regarding its rates of either fare or freight.

Wherefore, this defendant prays that the said complaint against it be dismissed, and that your honorable body approve its schedules of fares and freights, which are now on file in your office.

W. STEEL,
President.
F. B. LATHAM,
Secretary.

STATE OF CALIFORNIA, } ss.
City and County of San Francisco. }

William F. Russell, being duly sworn, deposes and says that he is the Traffic Manager and General Freight Agent of the North Pacific Coast Railroad Company; that he has read the foregoing answer, and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated on his information and belief, and that as to those matters he believes it to be true.

W. F. RUSSELL.

Subscribed and sworn to before me, this sixth day of July, 1892.

[SEAL.] LEWIS B. HARRIS,
Notary Public in and for the City and County of San Francisco, State of California.

Filed in the office of the Board of Railroad Commissioners, July 7, 1892.

JAS. V. KELLY,
Secretary.

SOUTHERN CALIFORNIA RAILWAY COMPANY.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA,
City and County of San Francisco }

I, R. H. Stafford, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on K. H. Wade, General Manager of the Southern California Railway, by delivering to him personally, in San Francisco City and County, State of California, a printed copy of said summons, attached to the printed copy of the complaint of R. O. Shively vs. All Railroads in the State of California, as attached hereto.

Dated at San Francisco, this twenty-third day of June, 1892.

ROBT. H. STAFFORD,
Bailiff of the Board of Railroad Commissioners, State of California.

ANSWER OF THE SOUTHERN CALIFORNIA RAILWAY COMPANY.

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, *Complainant,*

vs.

SOUTHERN CALIFORNIA RAILWAY COMPANY ET AL., *Defendants.* }

Comes now the Southern California Railway Company, one of the defendants, and for itself, and not for its co-defendants, answers the complaint filed herein, and denies that the plaintiff, R. O. Shively, has at any time shipped or distributed large quantities, or any quantities, of merchandise of various kinds, or any kinds, over the railroad lines operated by this defendant in the State of California.

Denies that plaintiff has had any experience as a merchant, or otherwise, by observation as a member of any trade organization, or from information gathered from citizens of the State of California, or from any other place interested in public affairs, or any affairs, which has led plaintiff to the belief that the freights and fares charged by this defendant are excessive, or that there should be a general or thorough revision of the freight and fare schedules of this defendant, or a material reduction in transportation charges upon every or any class of freights or merchandise to or from any or all points of shipment over the lines operated by this defendant; and denies that plaintiff has any knowledge of the rates of freight or fares over its lines, or of its method of doing business, or of the disposition of its patrons, or of their impressions or beliefs in relation thereto.

As to whether or not the Traffic Association, or any association of California, has called the attention of the Board of Railroad Commissioners of the State of California to the general or any dissatisfaction among the people of the State of California with existing transportation charges, this defendant has no knowledge or information sufficient to enable it to answer thereto, and basing its answer upon such want of information it denies that any complaint has at any time been made by the said Traffic Association of California, or any other association, with reference to the freights or fares charges by this defendant over the lines of road operated by it in the State of California.

This defendant has no knowledge of any document filed on the twentieth day of March, 1892, or at any other time, before the Board of Railroad Commissioners of the State of California, whereby the said Board recognized the fact of any public discontent or any private discontent as against this defendant, or that the said Board announced that it stood ready to make such a general and sweeping revision of transportation schedules, or any general or special, sweeping, or modest revision of rates as justice to the producer or the consumer, or the carrier, required, or that the said Board of Railroad Commissioners has invited litigation or investigation upon this subject by the filing of a complaint, or otherwise.

And this defendant denies that any such complaint has been made against it, or that there has been expressed any public discontent, or private discontent, or that the said honorable Board has ever announced that it stood ready to pass judgment, by a general or sweeping revision of transportation schedules of this defendant; and this defendant denies that justice to the producer, or to the consumer, requires the revision of its transportation schedules, either by persons or property, over the lines operated by it in the State of California.

Defendant denies that the rates of railroad fare are, in fact or within the information or belief of the complainant herein, much higher, or at all higher, than those of other railroads in other portions of our country similarly circumstanced as to grade, or custom or cost of operation; and this defendant denies that the present fare schedules over its lines within the State of California should be reduced not less than 10 per cent, or any per cent, over its transportation lines, or any portion thereof; it denies that its rates of fare and freight over any of its lines are objectionable to any of its patrons, but on the contrary, this defendant alleges that its schedules of fares and freights are reasonable and satisfactory to its patrons, and to all just minded persons having business with this defendant.

This defendant, further answering, denies that the freight rates of this defendant are excessive, or that grave, or slight, or any, or unjust discriminations exist between

classes of produce or points of shipment upon the lines of this defendant operated within the State of California; or that according to the information or belief of the complainant the freight schedules of this defendant should be thoroughly or at all revised so as to affect every point of shipment, or any point of shipment, upon its lines, or that the said freight rates, or charges, should be reduced not less than 20 per cent, or any per cent, upon existing freight schedules of this defendant.

This defendant, further answering, admits that it would be impossible for the complainant, R. O. Shively, in this action, to prepare or present in detail, or in any other manner, a specific statement of excessive freight or fare charges, in any single complaint, or any other complaint, as against this defendant, for the reason that no such excessive freight or fare charges exist.

This defendant, further answering, states and shows that none of the freight or fare charges as shown in complainant's schedule, attached to the complaint herein, have any connection whatever with the freights and fares of this defendant over its lines, nor are any of the points or stations mentioned in said schedule on the lines of any of the railway operated by this defendant in the State of California, nor do the comparative freight and fare charges of the Southern Pacific Company, as compared with the various Eastern railroads, have any reference to the fare and freight rates charged by this defendant.

This defendant, further answering, alleges that its rates of freights and fares are not excessive, unjust, oppressive, unfair, unreasonable, or discriminating as between persons or stations or patrons upon its lines of railway, but on the contrary it alleges that its rates are reasonable and just, and should not be diminished or in any manner interfered with by the honorable Board of Railroad Commissioners of the State of California; that its patrons are satisfied with the schedule of rates now existing, and that the same could not be decreased or diminished by the order of this honorable Board without absolute and actual loss in operating its lines of road within the State of California.

Wherefore, having fully answered, this defendant asks to be discharged, with its costs.

A. BRUNSON,

Attorney for Defendant, Southern California Railway Company.

STATE OF CALIFORNIA,) ss.
County of Los Angeles.)

Frank H. Pattee, being duly sworn, deposes and says that he is Assistant Secretary of the Southern California Railway Company, the corporation defendant appearing in the above-entitled action by the foregoing answer; that he has read the foregoing answer, and knows the contents thereof; that the same is true of his own knowledge, except as to matters therein stated upon information, and as to such matters that he believes it to be true.

FRANK H. PATTEE.

Subscribed and sworn to before me, this first day of July, 1892.

CHARLES UDELL,

Notary Public in and for Los Angeles County, California.

Filed in the office of the Board of Railroad Commissioners, this eighth day of July, 1892.

JAS. V. KELLY,
Secretary.

ARCATA AND MAD RIVER RAILROAD COMPANY.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA,)
City and County of San Francisco.)

I, R. H. Stafford, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on F. Korbell, President of the Arcata and Mad River Railroad Company, by delivering to him personally, in the City and County of San Francisco, State of California, a printed copy of said summons, attached to a printed copy of the complaint of R. O. Shively vs. All Railroads in the State of California, as attached hereto.

Dated at San Francisco, this twenty-ninth day of June, 1892.

ROBT. H. STAFFORD,

Bailiff of the Board of Railroad Commissioners, State of California.

ANSWER OF THE ARCATA AND MAD RIVER RAILROAD COMPANY.

To the honorable Board of Railroad Commissioners:

GENTLEMEN: In answer to the R. O. Shively complaint, the undersigned, President of the Arcata and Mad River Railroad Company, states that said railroad was built for the purpose of carrying lumber from the sawmill, property of the owner of said railroad,

and now carries lumber also for two other mills. The undersigned avers that in said complaint no mention is made of any overcharge on lumber, and further, that said railroad is a short, local road, carrying merchandise to a very limited extent, and the accompanying tariff will show that the rates charged are worth the loading and unloading of said goods.

In view of the facts as herein stated, I feel justified, in behalf of said Arcata and Mad River Railroad Company, to pray for a release of said complaint against said railroad, at the cost of the plaintiff.

Very respectfully,

F. KORBEL,
President.

Subscribed and sworn to before me, this twelfth day of July, 1892.

[SEAL.] JAMES L. KING,
Notary Public in and for the City and County of San Francisco, State of California.

Filed in office of the Board of Railroad Commissioners, July 14, 1892.

JAS. V. KELLY,
Secretary.

PACIFIC COAST RAILWAY COMPANY.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA, }
City and County of San Francisco. }

I, R. H. Stafford, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on Geo. C. Perkins, President of the Pacific Coast Railway Company, by delivering to him personally, in the City and County of San Francisco, State of California, a printed copy of said summons, attached to a printed copy of the complaint of R. O. Shively vs. All Railroads in the State of California, as attached hereto.

Dated at San Francisco, this twenty-second day of June, 1892.

ROBT. H. STAFFORD,
Bailiff of the Board of Railroad Commissioners, State of California.

DEMURRER OF THE PACIFIC COAST RAILWAY COMPANY.

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, Plaintiff, }
vs. }
ALL RAILROADS IN CALIFORNIA, Defendants. }

Now comes the Pacific Coast Railway Company, and files these, its written objections to the complaint filed with said Board by R. O. Shively.

I.

It does not appear from said complaint that said R. O. Shively is aggrieved or believes himself to be aggrieved by said Pacific Coast Railway Company.

II.

Said complaint contains no statement, nor any allegations of any facts, sufficient to enable this Board to take any action, under said complaint, against said Pacific Coast Railway Company.

III.

Said complaint contains no allegations against said Pacific Coast Railway Company, nor any allegations relating to the management of, or charges for freight or fares upon, the line of railway operated by this company.

IV.

Said company is not made a party to said complaint, nor to the cause or causes of action therein attempted to be set forth.

It is not named as a party in the title of said cause or said complaint, either by its corporate or any fictitious name.

V.

The facts set forth in said complaint show no cause of grievance against this company. No particulars of either time, place, or circumstance are set forth, nor could defendant answer the allegations of said complaint intelligently or at all.

VI.

The complainant has united several causes of action in the same complaint, but has not separately stated the same.

VII.

Said complaint does not state facts sufficient to authorize any proceedings against this company.

VIII.

Said complaint is ambiguous, in that it cannot therefrom be ascertained against what person, firm, company, or corporation relief is sought.

IX.

It is uncertain, in that no specific or general allegations are made against this company, or any other company, firm, individuals, or corporation.

X.

It is unintelligible, in that it cannot therefrom be determined what relief is sought against this defendant.

Wherefore, the Pacific Coast Railway Company prays that this, its objection to said complaint, may be sustained, in so far as this company is concerned, and that it be hence dismissed without delay.

WILCOXON & BOULDIN,
Attorneys for said Pacific Coast Railway Company.
CHICKERING, THOMAS & GREGORY,
Of Counsel.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

W. H. Chickering, being duly sworn, deposes and says that he is an attorney at law, and one of the firm of Chickering, Thomas & Gregory, counsel for the Pacific Coast Railway Company in the above-entitled matter; that said firm has its office at No. 206 Sansome Street, in the City and County of San Francisco; that said firm resides in the county of Alameda, in this State; that R. O. Shively, complainant, according to the information and belief of this affiant, resides in San José, Santa Clara County, in this State; that there is regular daily communication between the said City and County of San Francisco and said city of San José; that on the 9th day of July, A. D. 1892, deponent served a true copy of the demurrer of said Pacific Coast Railway Company to the complaint of said R. O. Shively on the said R. O. Shively, by depositing such copy of demurrer on said date in the Post Office of the United States in said City and County of San Francisco, properly inclosed in an envelope, addressed to said R. O. Shively at said city of San José, said place of residence, and the postage thereon was prepaid.

W. H. CHICKERING.

Subscribed and sworn to before me, this ninth day of July, 1892.

[SEAL.]

ALFRED A. ENQUIST,
Notary Public in and for the City and County of San Francisco, State of California.

Filed in office of the Board of Railroad Commissioners, this ninth day of July, 1892.

JAS. V. KELLY,
Secretary.

COLUSA AND LAKE RAILROAD COMPANY.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA,)
County of Colusa. }

I, J. B. Stanton, Sheriff, hereby certify that I personally served the within summons on W. P. Harrington as President of the Colusa and Lake Railroad Company, by delivering to him personally, in the county of Colusa, State of California, a printed copy of said summons, attached to a printed copy of the complaint in said action, on the second day of July, A. D. 1892.

Dated at Colusa, this second day of July, 1892.

J. B. STANTON,
Sheriff of the County of Colusa, State of California.

ANSWER OF THE COLUSA AND LAKE RAILROAD COMPANY.

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, *Plaintiff,*

vs.

ALL RAILROADS IN CALIFORNIA, *Defendants.*

Now comes the Colusa and Lake Railroad Company, and, for itself, answering the complaint herein, upon its best information and belief, denies each and every averment therein contained, and further answering for itself—

First—This defendant, upon its best information and belief, denies that the rates of railroad fare charged or collected by this defendant are much, or any higher than those of other railroads in other portions of our country similarly circumstanced as to grade, custom, and cost of operation; and also denies that the present fare schedule of California, and especially the present fare schedule of this defendant, should be reduced not less than 10 per cent, or reduced at all, over all or any portion of the lines of railroad operated in this State, and especially over all or any portion of the line, or lines, of railroad owned or operated by this defendant.

Second—This defendant, upon its best information and belief, denies that the freight rates of the transportation companies of California, and especially of this defendant, are excessive; and also denies that grave and unjust, or grave or unjust, discriminations exist between classes of products and points of shipment, or between classes of products or points of shipment, throughout the State, and especially throughout or upon or over all or any portion of the line, or lines, of railroad owned or operated by this defendant; and also denies that the said freight schedules of all, or any, of the transportation companies of California, and especially the freight schedules of this defendant, should be thoroughly revised, or revised at all, so as to affect every class, or any class, of merchandise, and every, or any, point of shipment; and also denies that the said freight rates and charges, or freight rates or charges, and especially the freight rates and charges, or freight rates or charges, of this defendant, should be reduced not less than 20 per cent upon existing freight schedules, or reduced at all.

And further answering, for itself, this defendant respectfully shows:

That the said Colusa and Lake Railroad Company was duly organized under the laws of the State of California on the twenty-seventh day of November, in the year 1886, and ever since has owned and operated, and now owns and operates 22 miles of narrow gauge railroad within the county of Colusa, in said State, between the town of Colusa and the town of Sites.

That the total amount of the stock of said company issued and outstanding is 1,005 shares, of the total par value of \$100,500, which said stock is held and owned mostly in small quantities, and is distributed among a large number of stockholders, to wit: 96 stockholders, nearly all of whom are resident within the said county of Colusa.

That the total cost of the construction and equipment of said railroad to December 31, 1891, was \$183,360 80, and that the funded debt of said company is \$70,000, evidenced by bonds, secured by deed of trust, dated April 1, 1887, due April 1, 1907, bearing interest at 6 per cent per annum.

That the character, value, and condition of the property of said company, and an account of its affairs and business during the year, are fully set out in its annual report to the Board of Railroad Commissioners of the State of California, for the year ending December 31, 1891, which said report, now on file with said Board, is hereby referred to and made part hereof.

That the net income of said company during the year 1891 was larger than during any previous year.

That the total earnings from operation for the year 1891 are as follows:

Total passenger revenue	\$12,352 46
Total freight revenue	9,880 25
Total revenue from mail and express	1,431 16
Total revenue from rental of buildings, etc.	1,327 25
<hr/>	<hr/>
Total gross earnings	\$24,991 12
Total operating expenses	14,574 87
<hr/>	<hr/>
Total income	\$10,416 25
Deductions from income:	
Interest paid on funded debt	\$4,200 00
Interest paid on floating debt	145 22
Taxes and other deductions	543 25
<hr/>	<hr/>
Total deductions	4,888 47
<hr/>	<hr/>
Net income for year 1891	\$5,527 78

From the total net income above stated, \$5,527 78, there was necessarily paid for the reduction of the floating debt, and for permanent improvements, the sum of \$2,374 16, leaving balance to increase of cash assets, \$3,153 62.

That the following shows the total yearly compensation of the officers and employes of said company:

1 General Superintendent	\$1,200 00
1 office clerk	180 00
2 station agents	420 00
2 enginemen	1,980 00
1 fireman	720 00
1 conductor	780 00
1 trainman	720 00
1 machinist	720 00
1 section foreman	780 00
10 trackmen	3,900 00
All other employes and laborers	30 00
Total compensation and salaries	\$11,430 00

That the total yearly compensation of all the officers and other employes, as above shown, is unusually small, and that all the affairs and business of said company have been most economically managed, and the said road cannot be successfully maintained at less expense.

That the income of said company is and has been so small that, with the most rigid economy in the administration of its business, it has never paid, and has never been able to pay any dividend, or dividends, to its stockholders at any time since its organization.

That any reduction of rates of railroad fare or of freight rates, or charges now charged or collected by this defendant, would be unreasonable, and would seriously impair its efficiency in the transportation of passengers and freight, and would work great and irreparable damage and loss to this defendant, and great injury and injustice to its stockholders.

Wherefore, this defendant prays that your honorable Board may not make any revision or reduction of the freight and fare rates and schedules of the railroad companies doing business in the State of California; and especially that your honorable Board may not make any revision or reduction of the freight and fare rates and schedules that shall in any manner affect or reduce the freight and fare rates and schedules of this defendant, the Colusa and Lake Railroad Company; and that said complaint, in so far as this defendant is concerned, be dismissed at the cost of said complainant.

COLUSA AND LAKE RAILROAD COMPANY.
By W. P. HARRINGTON, President.

STATE OF CALIFORNIA, }
County of Colusa. } ss.

W. P. Harrington, being duly sworn, says that he is the President of the Board of Directors of the Colusa and Lake Railroad Company; that he has read the foregoing answer, and knows the contents thereof; and that the same is true of his own knowledge, except as to the matters which are therein stated on his information or belief, and as to those matters that he believes it to be true.

W. P. HARRINGTON.

Subscribed and sworn to before me, this eleventh day of July, in the year 1892.

[SEAL.]

E. T. CRANE,
Notary Public in and for the County of Colusa, State of California.

Filed in the office of the Board of Railroad Commissioners, this twelfth day of July, 1892.

JAS. V. KELLY,
Secretary.

ATLANTIC AND PACIFIC RAILROAD COMPANY.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA, }
City and County of San Francisco. }

I, R. H. Stafford, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on W. A. Bissell, General Passenger and Freight Agent of the Atlantic and Pacific Railroad Company, by delivering to him personally, in the City and County of San Francisco, State of California, a printed copy of said summons, attached to a printed copy of the complaint of R. O. Shively vs. All Railroads in the State of California, as attached hereto.

Dated at San Francisco, this twenty-second day of June, 1892.

ROBT. H. STAFFORD,
Bailiff of the Board of Railroad Commissioners of the State of California.

LETTERS OF TRANSMITTAL.

ALBUQUERQUE, N. M., July 4, 1892.

JAS. V. KELLY, *Secretary Board of Railroad Commissioners, San Francisco, Cal.:*

DEAR SIR: I herewith send you an answer on behalf of the Atlantic and Pacific Railroad Company, in the case before the Board of R. O. Shively against this company and other roads.

Messrs. Pillsbury, Blanding & Hayne wired me that the Board would meet on Monday, the 11th, and that I would be in time if my answer is filed then. If I should not happen to be able to be present, will you kindly ask the Board to set a time for the hearing of the matters involved in my answer, in case any hearing should be desired?

Respectfully yours,

C. N. STERRY,
General Attorney.

ANSWER OF THE ATLANTIC AND PACIFIC RAILROAD COMPANY.

*Before the Board of Railroad Commissioners of the State of California.*R. O. SHIVELY, *Plaintiff,*

vs.

ATLANTIC AND PACIFIC RAILROAD COMPANY, *Defendant.*

Comes now the defendant, the Atlantic and Pacific Railroad Company, and answering the complaint of the plaintiff herein, says:

That this honorable Board of Railroad Commissioners of the State of California has no jurisdiction to hear and determine any of the matters and things involved in said complaint in so far as this defendant, the Atlantic and Pacific Railroad Company, is concerned, for that the defendant, the Atlantic and Pacific Railroad Company, was, in 1866, duly and legally incorporated under an Act of the Congress of the United States, which was approved July 27, 1866, and which was entitled "An Act granting lands to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacific Coast," which Act duly appears in the 14th Statutes at Large of the United States, on pages 292, *et seq.*; that among the other provisions and conditions contained in said Act, which was and is the charter of this defendant, the following appear, to wit:

"SEC. B. *Be it further enacted,* That the Directors of said company shall make and publish an annual report of their proceedings and expenditures, verified by the affidavits of the President and at least six Directors, a copy of which shall be deposited in the office of said Secretary of the Interior, and they shall, from time to time, fix, determine, and regulate the fares, tolls, and charges to be received and paid for transportation of persons and property on said road, or any part thereof."

That this defendant is now, and ever since said time has been, organized and incorporated under said Act, and all corporate powers and franchises exercised by it have been exercised by it under and through the provisions of said Act of Congress; and that while it operates a road from a point where its line of road crosses the Colorado River into the State of California, near The Needles, in San Bernardino County, in said State, and running thence to Mojave, in said State, yet that it operates said road entirely and exclusively under and by virtue of the provisions of said Act of Congress; and that its fares, tolls, and charges which it charges and receives for transporting people and property on that portion of the road operated by it in the State of California, have been regulated, fixed, and determined by the Board of Directors of said defendant railroad company, under and pursuant to said Act as aforesaid, and not otherwise; that the sole power and authority to in any way modify, change, or control the rates for transportation of persons and property over the railroad of said defendant, outside of its Board of Directors, is lodged and vested solely and only in the Congress of the United States; and therefore the said honorable Board of Railroad Commissioners, of the State of California, has no jurisdiction whatever over or concerning the defendant or its line of road, or to fix, regulate, or in any manner or wise control its charges for the transportation of persons or freight within the State of California.

Wherefore, this defendant prays said honorable Board to take no further action in this matter, but to dismiss said complaint in so far as this defendant is concerned, at the cost of said complainant, for which this defendant will ever pray.

ATLANTIC AND PACIFIC RAILROAD COMPANY.
By C. N. STERRY, General Attorney.

TERRITORY OF NEW MEXICO, }
County of Bernalillo. } ss.

C. N. Sterry, being first duly sworn, deposes and says that he is the General Attorney of the Atlantic and Pacific Railroad Company; that he has read the above and foregoing answer of said company, and knows the contents thereof, and that the several matters and things therein stated are true. Further affiant saith not.

C. N. STERRY.

Dated the fourth day of July, 1892.

Filed in office of the Board of Railroad Commissioners, this eighth day of July, 1892.

JAS. V. KELLY,
Secretary.

SIERRA VALLEY AND MOHAWK RAILROAD COMPANY.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA, }
City and County of San Francisco. }

I, R. H. Stafford, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on J. T. Boyd, President of the Sierra Valley and Mohawk Railroad Company, by delivering to him personally, in the City and County of San Francisco, State of California, a printed copy of said summons, attached to a printed copy of the complaint of R. O. Shively vs. All Railroads in the State of California, as attached hereto.

Dated at San Francisco, this twenty-second day of June, 1892.

ROBT. H. STAFFORD,
Bailiff of the Board of Railroad Commissioners of the State of California.

DEMURRER OF THE SIERRA VALLEY AND MOHAWK RAILROAD COMPANY.

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, *Plaintiff*, }
vs. }
ALL RAILROADS IN CALIFORNIA, *Defendants*. }

Now comes the Sierra Valley and Mohawk Railroad Company, and objects to the complaint in the above-entitled proceedings upon the following grounds:

I.

That said complaint does not state facts sufficient to authorize the proceedings.

II.

That said complaint does not state facts sufficient to authorize the proceedings against the Sierra Valley and Mohawk Railroad Company.

Wherefore, the Sierra Valley and Mohawk Railroad Company prays to be hence dismissed.

Dated July 7, 1892.

BOYD, FIFELD & HOBURG,
Attorneys for the Sierra Valley and Mohawk Railroad Company.

Filed in the office of the Board of Railroad Commissioners, July 7, 1892.

JAS. V. KELLY,
Secretary.

NEVADA AND CALIFORNIA RAILROAD COMPANY.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA, }
City and County of San Francisco. }

I, R. H. Stafford, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on J. A. Burton, Secretary of the Nevada and California Railroad Company, by delivering to him personally, in the City and County of San Francisco, State of California, a printed copy of said summons, attached to a printed copy of the complaint of R. O. Shively vs. All Railroads in the State of California, as attached hereto.

Dated at San Francisco, this twenty-second day of June, 1892.

ROBT. H. STAFFORD,
Bailiff of the Board of Railroad Commissioners of the State of California.

ANSWER OF THE NEVADA AND CALIFORNIA RAILROAD COMPANY.

*Before the Board of Railroad Commissioners of the State of California.*R. O. SHIVELY, *Plaintiff*,

vs.

THE NEVADA AND CALIFORNIA RAILROAD COMPANY, *Defendant*.

Now comes the California and Nevada Railroad Company, sued herein as the Nevada and California Railroad Company, and for answer to the complaint of R. O. Shively filed herein, denies that the rates of railroad fare charged and collected by said defendant are higher than those of other railroads in other portions of the country similarly circumstanced as to grade, custom, and cost of operation.

And deny that the present fare schedules of said railroad company should be reduced in any respect whatever.

Said defendant denies that the freight rates of the transportation charged by said California and Nevada Railroad Company are excessive, and deny that the same should be reduced in any respect whatever.

Further answering the said complaint, the defendant avers that the income derived by said company from the operation of its road, and received by it for freights and fares for the operation of its road, does not now and never has paid the operating expenses of said road.

Defendant further says, that its road is only twenty-three (23) miles long, and runs mostly through an undeveloped country, and that any reduction of its income will necessarily result in the suspension of the operation of the road.

Wherefore, defendant asks that the complaint filed herein against the defendant be dismissed.

J. J. SCRIVNER,

Attorney for California and Nevada Railroad Company.

STATE OF CALIFORNIA,

City and County of San Francisco. } ss:

E. A. Phelps, being duly sworn, deposes and says that he is an officer, to wit: the Secretary of the California and Nevada Railroad Company (a corporation), defendant in the above-entitled action. That he has heard read the foregoing answer, and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters which are therein stated on information and belief, and as to those matters that he verily believes it to be true.

E. A. PHELPS.

Subscribed and sworn to before me, this thirteenth day of July, 1892.

[SEAL.]

GEO. T. KNOX,
Notary Public.

Filed in office of the Board of Railroad Commissioners, July 14, 1892.

JAS. V. KELLY,
Secretary.

VISALIA RAILROAD COMPANY.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA, }
County of Tulare. }

I hereby certify that I received the hereto annexed summons on the fifth day of July, 1892, and personally served the same on the Visalia Railroad Company on the seventh day of July, 1892, by delivering to and leaving with R. E. Hyde, President of said company, a copy of said summons, together with a copy of the complaint in said action attached thereto.

Dated at Visalia, July 7, 1892.

E W. KAY,
Sheriff.
By W. F. HALL,
Deputy.

ANSWER OF THE VISALIA RAILROAD COMPANY.

*Before the Board of Railroad Commissioners of the State of California.*R. O. SHIVELY, *Plaintiff*,

vs.

VISALIA RAILROAD COMPANY, *Defendant*.

And now comes the Visalia Railroad Company, by R. E. Hyde, its President, and answering the petition and complaint of R. O. Shively, presented to said Railroad Commissioners, against all the railroads in California, denies and alleges as follows, to wit:

I.

Said Visalia Railroad Company denies that the said R. O. Shively has been at any time engaged in the shipment or distribution of large or any quantity or quantities of merchandise of any kind by or over the railroad of said Visalia Railroad Company.

II.

Denies that the freights and fares, or freights or fares charged by said Visalia Railroad Company are excessive, or that there should be a general, thorough, or any revision of the freight and fare, or freight or fare schedule of said Visalia Railroad Company, or that a material or any reduction in transportation charges upon every or any class of produce or merchandise should be made, so far as said Visalia Railroad Company is concerned.

III.

Denies that the present fare schedules of said Visalia Railroad Company should be reduced 10 per cent, or to any other extent whatever.

IV.

Denies that the freight rates charged for transportation of merchandise by said Visalia Railroad Company are excessive, or that any grave and unjust, or grave or unjust, or any discriminations whatever exist between classes of produce or points of shipment in or through that portion of the State where said Visalia Railroad Company operates its railroad; but on the contrary alleges that the freight rates charged by said Visalia Railroad Company are reasonable and proper, and that said Visalia Railroad Company never has at any time made any unjust discriminations whatever between classes of produce, points of shipment, or persons engaged in shipping.

V.

Denies that the freight schedules of said Visalia Railroad Company should be thoroughly revised, or revised at all, so as to affect every or any class of merchandise, or every or any point of shipment, and denies that said freight rates and charges, or freight rates or charges, made by the Visalia Railroad Company, should be reduced 20 per cent, or should be reduced to any extent whatever.

VI.

And for a further answer to said petition and complaint, the said Visalia Railroad Company respectfully shows that it owns and operates a short line of railroad running from the city of Visalia, the county seat of Tulare County, to a point on the Southern Pacific Railroad known as Goshen Junction, and that the entire length of its said railroad is a little over seven miles; that said Visalia Railroad Company was organized, and its said railroad was built by the citizens of said city of Visalia, for their own accommodation, so as to enable them to make connection with the main line of the Southern Pacific Railroad, which runs from San Francisco to the city of Los Angeles; that the whole freight business of said Visalia Railroad Company is the carrying of freight which is delivered at said Goshen Junction by the said Southern Pacific Railroad, but which said freight is consigned to persons living at said city of Visalia, and that there is no local freight traffic whatever between said city of Visalia and said Goshen Junction; that the whole passenger business of said Visalia Railroad Company consists of the transportation of passengers who go from Visalia for the purpose of being transported to other points over the line of said Southern Pacific Railroad, and that there is no local passenger traffic whatever between the said city of Visalia and said Goshen Junction.

VII.

And said Visalia Railroad Company further shows that the said R. O. Shively has never at any time been a passenger, and has never traveled on any of the trains of said Visalia Railroad Company, and has never at any time shipped over its said railroad any freight, merchandise, or property of any kind whatever; that during the time said Visalia Railroad Company has been organized and has been operating its said railroad, no person with whom it has done business has made any complaint whatever as to the rates of freights and fares charged by said Visalia Railroad Company, to the knowledge of any of its officers, and that so far as the management and operation of its said railroad, and its charges of freights and fares are concerned, said Visalia Railroad Company has always maintained and enjoyed friendly relations with the community in which, and the persons with whom, it has transacted business.

Wherefore, said Visalia Railroad Company prays that the petition and complaint of said R. O. Shively, so far as said Visalia Railroad Company is concerned, be dismissed

R. E. HYDE,
President.

STATE OF CALIFORNIA, }
County of Tulare. } ss.

R. E. Hyde, being duly sworn, doth depose and say that he is the President of the Visalia Railroad Company, the corporation named in the foregoing answer; that he has heard read the foregoing answer, and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters therein stated on his information or belief, and that as to those matters he believes it to be true.

R. E. HYDE.

Subscribed and sworn to before me, this twelfth day of July, 1892.

[SEAL.]

C. J. GIDDINGS,
Notary Public in and for Tulare County, Cal.

Filed in office of the Board of Railroad Commissioners, July 13, 1892.

JAS. V. KELLY,
Secretary.

LOS ANGELES TERMINAL RAILWAY COMPANY.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA, }
County of Los Angeles. } ss.

I hereby certify that I received the within summons on the fifth day of July, 1892, and personally served upon the Los Angeles Terminal Railway Company, a corporation, in the county of Los Angeles, on the fifth day of July, 1892, a copy of said summons; and that the copy so delivered to and left with said T. B. Burnett, as General Manager of said Los Angeles Terminal Railway Company, said defendant, was attached to a copy of the complaint referred to in said summons.

Dated at Los Angeles, this eighth day of July, 1892.

E. D. GIBSON, Sheriff.
By W. H. WEAVER,
Deputy Sheriff.

ANSWER OF THE LOS ANGELES TERMINAL RAILWAY COMPANY.

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, Complainant,

vs.

LOS ANGELES TERMINAL RAILWAY COMPANY ET AL., Defendants. }

Comes now the Los Angeles Terminal Railway Company, one of the defendants, and for itself, and not for its co-defendants, answers the complaint filed herein, and denies:

I.

That the plaintiff, R. O. Shively, has at any time shipped or distributed large quantities or any quantities of merchandise of various kinds over the railroad lines operated by this defendant in the State of California.

II.

Denies that plaintiff has had any experience as a merchant, or otherwise, by observation as a member of any trade organization, or from information gathered from citizens of the State of California, or from any other place interested in public affairs, which has lead plaintiff to the belief that the freight and fares charged by this defendant are excessive, or that there should be a general or thorough revision of the freight and fare schedules of this defendant, or a material reduction in transportation charges upon every or any class of freights or merchandise to or from any or all points of shipment over the lines operated by this defendant, and denies that plaintiff has any knowledge of the rates of freight or fares over its lines, or its methods of doing business, or of the disposition of its patrons, or of their impressions or beliefs in relation thereto.

III.

As to whether or not the Traffic Association, or any association of California, has called the attention of the Board of Railroad Commissioners of the State of California to the general or any dissatisfaction among the people of the State of California with existing transportation charges, this defendant has no knowledge or information sufficient to enable it to answer thereto, and basing its answer upon such want of information it denies that any complaint has, at any time, been made by the said Traffic Association of California, or any other association, with reference to the freights or fares charged by this defendant over the lines of road operated by it in the State of California.

IV.

This defendant has no knowledge of any document filed on the twentieth day of March, 1892, or at any other time, before the Board of Railroad Commissioners of the State of California, whereby the said Board recognized the fact of any public discontent or any private discontent as against this defendant, or that the said Board announced that it stood ready to make such a general and sweeping revision of transportation schedules, or any general or special, sweeping, or modest revision of rates as justice to the producer or the consumer or the carrier required, or that the said Board of Railroad Commissioners has invited litigation or investigation upon this subject by the filing of a complaint or otherwise.

V.

And upon the ground of such want of knowledge, this defendant denies that any such complaint has been made against it, or that there has been expressed any public discontent or private discontent, or that the said honorable Board has ever announced that it stood ready to pass judgment, by a general or sweeping revision of transportation schedules, or any revision of the transportation schedules of this defendant, and this defendant denies that justice to the producer or to the consumer requires the revision of its transportation schedules, either of persons or property, over the lines operated by it in the State of California.

VI.

Defendant denies that the rates of railroad fare are in fault, or within the information or belief of the complainant herein much higher or at all higher than those of other railroads in other portions of our country similarly circumstanced as to grade and custom and of cost of operation; and this defendant denies that the present fare schedules over its lines within the State of California should be reduced not less than 10 per cent, or any per cent, over its transportation lines, or any portion thereof; it denies that its rates of fare and freight over any of its lines are objectionable to any of its patrons, but on the contrary the defendant alleges that its schedule of freights and fares are reasonable and satisfactory to its patrons, and to all just-minded persons having business with the defendant.

VII.

This defendant, further answering, denies that the freight rates of this defendant are excessive, or that grave or slight, or any, or unjust discriminations exist between classes, produce, or points of shipment upon the lines of this defendant, or operated within the State of California; or that, according to the information or belief of the complainant, the freight schedules of this defendant should be thoroughly, or at all revised, so as to affect every class of merchandise, or any class of merchandise, or every point of shipment, or any point of shipment upon its lines, or that the said freight rates or charges should be reduced not less than 20 per cent, or any per cent, upon existing freight schedules of this defendant.

VIII.

This defendant, further answering, admits that it would be impossible for the complainant, R. O. Shively, in this action, to prepare or present in detail, or in any other manner, a specific statement of excessive freight or fare charges, in any single complaint, as against this defendant, for the reason that no such excessive freight or fare charges exist.

IX.

This defendant, further answering, states and shows that none of the freight or fare charges, as shown in complainant's schedule, attached to the complaint herein, have any connection whatever with the freights and fares of this defendant, over its lines, nor are any of the points or stations mentioned in said schedule on the lines of any of the railways operated by this defendant in the State of California, nor do the comparative freight and fare charges of the Southern Pacific Company, as compared with the various Eastern railroads, have any reference to the fare and freight rates charged by this defendant.

X.

This defendant, further answering, alleges that its rates of freights and fares are not excessive, unjust, oppressive, unfair, unreasonable, or discriminating, as between persons or stations, or patrons upon its line of railway, but, on the contrary, it alleges that its rates are reasonable and just, and should not be diminished or in any manner interfered with by the honorable the Board of Railroad Commissioners of the State of California; that its patrons are satisfied with the schedule of rates now existing, and that the same could not be decreased or diminished by the order of this honorable Board without absolute and actual loss in operating its line of road within the State of California.

Wherefore, having fully answered, this defendant asks to be discharged, with its costs.

BURNETT & GIBBON,
Attorneys for Defendant, Los Angeles Terminal Railway Company.

STATE OF CALIFORNIA, }
County of Los Angeles. } ss.

T. B. Burnett, being duly sworn, deposes and says that he is the Vice-President of the Los Angeles Terminal Railway Company, the corporation defendant appearing in the above-entitled action by the foregoing answer; that he has read the foregoing answer, and knows the contents thereof; that the same is true, of his own knowledge, except as to matters therein stated upon information, and as to such matters that he believes it to be true.

T. B. BURNETT,

Subscribed and sworn to before me, this fifteenth day of July, 1892.

[SEAL.]

FRIEND E. LACEY,
Notary Public in and for Los Angeles County, California,

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss;

M. L. Gerstle, being first duly sworn, deposes and says that he is a clerk in the office of Chickering, Thomas & Gregory, of counsel for defendant in the above-entitled matter, and that affiant resides at the City and County of San Francisco, State of California.

That, as affiant is informed and believes, R. O. Shively, the complainant in said matter, resides at the city of San José, county of Santa Clara, in said State; that in each of two said places there is a United States Post Office, and between said two places there is a regular daily communication by mail.

That, on the 18th day of July, 1892, deponent served a true copy of the answer annexed hereto on said R. O. Shively, the complainant, by depositing such copy of said answer, on said date, in the Post Office at the said City and County of San Francisco aforesaid, properly inclosed in an envelope addressed to said R. O. Shively, at San José, Santa Clara county, and prepaying the postage thereon.

MARCUS L. GERSTLE.

Subscribed and sworn to before me, this eighteenth day of July, 1892.

[SEAL.]

ALFRED A. ENQUIST,
Notary Public in and for the City and County of San Francisco, State of California.

Filed in the office of the Board of Railroad Commissioners, this eighteenth day of July, 1892.

JAS. V. KELLY,
Secretary.

VISALIA AND TULARE RAILROAD COMPANY,

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA, }
County of Tulare. }

I hereby certify that I received the hereto annexed summons on the fifth day of July, 1892, and personally served the same on the Visalia and Tulare Railroad Company on the seventh day of July, 1892, by delivering to and leaving with A. J. Harrell, General Manager of said railroad company, a copy of said summons, attached to a copy of the complaint in said action.

Dated at Visalia, July 7, 1892.

E. W. KAY, Sheriff.
By W. F. HALL, Deputy.

ANSWER OF THE VISALIA AND TULARE RAILROAD COMPANY.

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, Plaintiff,

vs.

THE VISALIA AND TULARE RAILROAD COMPANY, Defendant. }

Now comes the above-named defendant, and for answer to the complaint of the above-named plaintiff on file before the Board of Railroad Commissioners of the State of California:

Denies that said plaintiff, R. O. Shively, has at any time shipped or distributed large quantities, or any quantities, of merchandise of various kinds, or any kind, over the railroad line operated by this defendant in the State of California; denies that plaintiff has had any experience as a merchant or otherwise, by observation as a member of any trade organization, or from information gathered from the citizens of the State of California, or from any other place interested in public affairs, or any affairs, which has led plaintiff to the belief that the freights and fares charged by this defendant are excessive, or that there should be a general or thorough or any revision of the freight or fare schedule of this defendant, or a material or any reduction in transportation charges upon every or any class of produce or merchandise, to or from any or all points of shipment over the line operated by this defendant, and denies on information and belief

that plaintiff has any knowledge of the rates of freight or fares over its line, or its method of doing business, or of the disposition of its patrons, or of their impressions or beliefs in relation thereto.

As to whether the Traffic Association, or any association of California, has called the attention of the Board of Railroad Commissioners of the State of California to the general or any dissatisfaction among the people of the State of California with existing transportation charges, this defendant has no knowledge or information sufficient to enable it to answer the same, and placing its denial upon that ground, it denies that any complaint has at any time been made by the said Traffic Association of California, or any other association, with reference to the freights or fares charged by this defendant over the line of road operated by it.

Denies that the rates or any rate of railroad fare over the line operated by this defendant are much higher, or at all higher than those of other railroads, or any railroad, in any other portion of our country similarly circumstanced as to grade, or custom, or cost of operation, and denies that the present fare schedule of this defendant over its transportation line should be reduced not less than 10 per cent, or that it should be reduced at all.

Denies that the freight rates, or any rates of this defendant are excessive, or that grave, or unjust, or any discriminations exist between classes of produce or points of shipment on the line operated by this defendant, and denies that the freight schedule of this defendant should be thoroughly revised, so as to affect every or any class of merchandise, or any point of shipment, or otherwise or at all revised, or that the said freight rates or charges should be reduced not less than 20 per cent upon existing freight schedules, or that said rates or charges should be at all reduced; and this defendant in this behalf avers that under the present rates and charges, owing to the shortness of the line of defendant, and the character and amount of freight transported over its line, and the number of passengers traveling thereon, that the income of this defendant is not now, and has not been for the past six months, sufficient to pay the expenses of this defendant; and this defendant further avers that the charges made by it for freights and fares are satisfactory to its patrons, and that there are no unjust discriminations between classes of products or points of shipment on its line, and hence, so far as this defendant is concerned, there should be no reduction made in its charges for fares or freight.

And this defendant, further answering, avers that the said complaint does not state facts sufficient to authorize the proceedings herein as against this defendant.

Wherefore, this defendant prays that no action be taken herein as against this defendant, and that the proceedings herein be dismissed as against this defendant, at the cost of said complainant.

BRADLEY & FARNSWORTH,

Attorneys for Defendant, the Visalia and Tulare Railroad Company.

STATE OF CALIFORNIA, }
County of Tulare. } ss.

A. J. Harrell, being duly sworn, says that he is the Secretary of the Visalia and Tulare Railroad Company, the defendant in the above-entitled proceeding; that he has heard the foregoing answer read, and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters therein stated on information and belief, and as to those matters that he believes it to be true.

A. J. HARRELL

Subscribed and sworn to before me, this sixteenth day of July, 1892.

[SEAL.]

G. A. BOTSFORD,

Notary Public in and for Tulare County, State of California.

To the honorable Board of Railroad Commissioners of the State of California:

In answer to your summons requiring the Visalia and Tulare Railroad Company to show cause why the freight and passenger rates of said railroad company should not be reduced, you are respectfully referred to the annual reports filed in your office by the Visalia and Tulare Railroad Company, and the following accounts as taken from the books of the company:

Trial Balance, June 30, 1892.

Liabilities.		Resources.	
Capital	\$50,000 00	Building account	\$2,612 12
Surplus	7,480 71	Track account	91,054 66
Cash (overdraft)	11,609 32	Rolling stock	21,150 78
Bonds	50,000 00	Bills received	373 33
		Real estate	1,601 50
		Profit and loss	2,297 64
	\$119,090 03		\$119,090 03

Comparative Account.

	Gross Earn- ings.	Gross Ex- penses.	Net Loss or Gain.
December 31, 1889, to December 31, 1890.....	\$18,602 99	\$19,492 51	\$889 52 Loss.
December 31, 1890, to December 31, 1891.....	18,522 60	16,489 31	2,033 29 Gain.
December 31, 1891, to June 30, 1892.....	10,442 25	12,739 89	2,297 64 Loss.

Your attention is called to the fact that our road extends through an irrigated district, and we are put to a large expense on account of our roadbed being loosened by irrigators, and that we are unable to ballast our track with gravel or stone on account of the great expense that it would cost.

Your attention is also respectfully called to the fact that this company has judgment against it of \$7,200, rendered in a suit for personal damages.

VISALIA AND TULARE RAILROAD COMPANY.

Filed in office of the Board of Railroad Commissioners, July 18, 1892.

JAS. V. KELLY,
Secretary.

YREKA RAILROAD COMPANY.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA, }
County of Siskiyou. } ss.

I hereby certify that I received the written summons on the second day of July, 1892, and personally served upon the Yreka Railroad Company, by delivering to and leaving with J. Churchill, the President of said Yreka Railroad Company, in the county of Siskiyou, State of California, on the sixth day of July, A. D. 1892, a copy of said summons; and that the copy so delivered to and left with said J. Churchill, as President of the Yreka Railroad Company, said defendant, was attached to a copy of the complaint referred to in said summons.

Dated at Yreka, this sixth day of July, 1892.

B. F. WALKER,
Sheriff of Siskiyou County.

DEMURRER OF THE YREKA RAILROAD COMPANY.

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, *Complainant,*

vs.

YREKA RAILROAD COMPANY ET AL., *Defendants.* }

Objections of the Yreka Railroad Company to the complaint of R. O. Shively against all railroads in California, served upon it at Siskiyou County, State of California, on July 6, 1892, and to this proceeding and the jurisdiction of the said Board of Railroad Commissioners of said Yreka Railroad Company, by virtue of the summons served herein.

Now comes the Yreka Railroad Company, the defendant above named, and for itself and not for its co-defendants, and enters its preliminary objections herein:

(a) That the summons herein is not authorized by law or the rules of this Board, in that said Yreka Railroad Company is not mentioned or referred to as a party defendant in the complaint herein.

(b) That said summons is in other respects entirely unauthorized either by law or the rules of this Board, and is wholly insufficient to give this Board jurisdiction of this Yreka Railroad Company herein.

And always relying on said preliminary objections and each of them, said Yreka Railroad Company still further objects to the complaint served on it on July 6, 1892 (and which said complaint is the only one ever served on it wherein R. O. Shively is complainant), in the proceedings wherein said R. O. Shively is complainant and all railroads in California are defendants, on the following grounds, to wit:

I.

That said complaint does not state facts sufficient to authorize the proceedings herein against said defendant, Yreka Railroad Company.

II.

That said complaint contains more than one cause of action, and that said causes of action are not separately stated in this, that an alleged cause of action is set up against each of the railroads of the State of California, and that said alleged causes of action are not separately stated as to each of said railroads.

That an alleged cause of action is set up against each of the railroads of the State of California, by virtue of alleged overcharges on the part of said railroad companies in the way of railroad fare, and that another alleged cause of action is set up against each of said railroad companies, on the alleged ground that the freight rates of said railroad companies are excessive, and that said companies have made grave and unjust discriminations between certain classes of produce and points of shipment throughout the State.

All of which said alleged causes of action are set forth in the complaint herein as a single cause of action, and they are not separately stated.

III.

That said complaint is ambiguous in this, that it does not give such particulars of time, place, or circumstance as will enable said Yreka Railroad Company to intelligently answer the same.

That it cannot be told from said complaint over what railroad lines, nor over the railroad lines of what transportation companies said complainant has shipped or distributed merchandise, neither can it be told therefrom to what extent said complainant shipped merchandise or distributed the same by, or over the railroad lines referred to in said complaint, neither can it be told therefrom what kind of merchandise was so shipped and distributed by him.

That it cannot be told therefrom whether said complainant has had sufficient experience as a merchant, or observations as a member of the Board of Trade and the Chamber of Commerce of the city of San José, to enable him to have any intelligent information on the subject of freights or fares charged by the transportation companies of the State of California, or to lead him to believe whether the same are excessive or otherwise, or whether the same need a general, or thorough, or any other revision or reduction.

That it cannot be told therefrom whether said complainant's intentions were to aver that the freight rates of the transportation companies of California are uniformly excessive, or whether the freight rates over all of said transportation companies are excessive to the same degree, or whether the freight rates of said transportation companies, or of certain ones of said transportation companies, are more excessive at certain times than at others, or in what respect they are excessive.

That it cannot be told from said complaint whether the same is really based on facts within the knowledge of said complainant, or mere suppositions on his part.

That it cannot be told from said complaint whether the said complainant has ever shipped or distributed any quantity of merchandise of any kind by or over the railroad line of the Yreka Railroad Company, or not; neither can it be told therefrom whether or not said complainant ever traveled over said Yreka Railroad Company's railroad line; neither can it be told therefrom whether said complainant has any information whatever as to the freight schedule or rates of fare charged by said Yreka Railroad Company, either now or heretofore.

That it cannot be told from said complaint whether said complainant has any information or belief on the subject of fares and freights of the said Yreka Railroad Company.

IV.

That said complaint is uncertain for the reasons stated in paragraph No. 3 hereof.

V.

That said complaint is unintelligible for the reasons stated in paragraph No. 3 hereof. Wherefore, said Yreka Railroad Company prays that said proceedings may be dismissed so far as the same have affected this defendant.

That said defendant have its costs herein expended, and that such other and further order may be made by your honorable Board as to it may seem meet and proper.

GILLIS & TAPSCOTT,
Attorneys for said Yreka Railroad Company.

Dated at Yreka Siskiyou County, California, July 15, 1892.

ANSWER OF THE YREKA RAILROAD COMPANY.

*Before the Board of Railroad Commissioners of the State of California.*R. O. SHIVELY, *Complainant,*

VS.

YREKA RAILROAD COMPANY ET AL., *Defendants.*

Now comes the Yreka Railroad Company, one of the defendants in the above-entitled proceeding, and for itself, and not for its co-defendants, answers the complaint filed herein by said R. O. Shively, wherein R. O. Shively is complainant and all railroads in California are defendants, and which said complaint is dated San José, California, May 30, 1892, and was served on this defendant on July 6, 1892, and alleges that said Yreka Railroad Company now is, and since the twenty-eighth of May, 1888, it has been, a corporation duly organized and incorporated under the laws of the State of California, and having its principal place of business in Siskiyou County, California, and having all of its railroad lines in said Siskiyou County.

And further answering said complaint, said Yreka Railroad Company alleges that, as to the representation contained therein, that said complainant is, and for ten years last past has been, a citizen and resident of the State of California, and a merchant engaged in doing business as such in the city of San José, in said State, it has no information or belief sufficient to enable it to answer the same, and on that ground said defendant denies that said complainant is now, or for the ten years last past has been, or ever was a citizen or resident of the State of California, or a merchant engaged in doing business as such in the city of San José, in said State.

And further answering, said defendant alleges that as to the allegation contained in said complaint, "that as such citizen and merchant your complainant has been engaged in the shipment and distribution of large quantities of merchandise of various kinds by and over the railroad lines of the various transportation companies of the State of California," said defendant has no information or belief sufficient to enable it to answer so much of said allegation as refers to complainant's shipment and distribution, as a citizen and merchant, of large quantities of merchandise of various kinds by and over the railroad lines of the various transportation companies of the State of California, aside from the railroad line of this defendant, and on that ground denies that said complainant, as such citizen and merchant, or citizen or merchant, has ever been engaged in the shipment and distribution of large quantities, or any quantities, of merchandise of various kinds by or over the railroad lines, or any railroad lines, of the various transportation companies of the State of California, aside from the railroad line of this defendant.

And further answering said complaint, said defendant denies that said complainant has ever shipped or distributed any merchandise by or over the railroad line of this defendant.

And further answering herein, said defendant alleges that as to the representation contained in said complaint that during much of said time said complainant has been connected with the Board of Trade and with the Chamber of Commerce of the city of San José; that his experience as a merchant and his observations as a member of said trade organizations, and the information gathered by complainant as a citizen of the State of California interested in its public affairs, has led complainant to believe that the freights and fares charged by the transportation companies of the State of California are excessive, and that there should be a general and thorough revision of the freight and fare schedules of all of the transportation companies of the State of California, and a material reduction in transportation charges upon every class of produce and merchandise to and from all points of shipment throughout the entire space, except in so far as said representations apply to and affect the freights, fares, and transportation charges of this defendant, said defendant has no information or belief, and on that ground said defendant denies that during much of the time referred to in said complaint, or during any of said time, said complainant has been connected with the Board of Trade or the Chamber of Commerce of the city of San José; and on the same ground said defendant denies that the experience of said complainant as a merchant, or otherwise, or at all, or his observations at all, or the information gathered by said complainant as a citizen of the State of California, or in any other capacity, or at all, or that the experience or observations, or information, of said complainant, has led said complainant to believe, or that he does believe, that the freights and fares charged by the transportation companies of the State of California, or by any of said transportation companies, are excessive or unjust, or improper, and on the same ground said defendant denies that there should be a general or thorough revision of the freight and fare schedules, or of the freight or fare schedules of all or any of the transportation companies of the State of California, and that a material or any reduction in transportation charges upon every or any class of produce and merchandise, or produce or merchandise to and from, and to and from all or any points of shipment throughout the entire State, or throughout any portion thereof.

And further answering herein, said defendant positively denies that the freights and fares, or the freights or fares, charged by this defendant are excessive, and that there should be a general and thorough, or general or thorough, or any revision of the freights and fares, or freights or fare schedules of this defendant, or a material reduction, or any reduction, in the transportation charges, or in any charges, made by this defendant upon every class of produce and merchandise, or upon any class of produce or merchandise, to

and from, or to or from all points of shipment, or any points of shipment throughout the entire State, or through any portion thereof in which this defendant operates its railroad.

That as to the representation contained in said complaint that the Traffic Association of California has called the attention of said Board of Railroad Commissioners to the general dissatisfaction among the people of California with existing transportation charges, said defendant alleges that it has no information sufficient to enable it to answer the same, and on that ground said defendant denies that said Traffic Association of California, or any association or person, has called the attention of the said Board to the general or any dissatisfaction among the people of California, or any of them, with existing or with any transportation charges, or with reference to the freight or fare charges of this defendant on the line of road operated by it in the State of California.

And further answering herein, said defendant alleges that as to the representation contained in said complaint, that in a document filed on the 20th of March, 1892, your Commissioners recognized the fact of this public dissatisfaction, and announced that it stood ready to make such a general and sweeping revision of transportation schedules as justice to the producer, the consumer, and the carrier required, and invited the filing of a complaint, said defendant has no information or belief sufficient to enable it to answer the same, and on that ground said defendant denies that in and by or through a document filed on the 20th of March, 1892, or at any other time, or in any document, or in any manner whatever, said Railroad Commission recognized the fact, or by word or act admitted that it was a fact.

That the public dissatisfaction, or any dissatisfaction referred to in the complaint herein existed, or that it announced in any way or manner that it was necessary to make a general and sweeping, or general or sweeping, or any revision of transportation schedules to meet the requirements of justice, so far as the same affect the producer, the consumer, and the carrier, or either of them, or that said Commission stood ready to make such a general and sweeping, or general or sweeping, or any revision of transportation schedules as justice to the producer, the consumer, and the carrier, or as justice to the producer, or the consumer, or the carrier, or any one require, or that said Railroad Commission invited the filing of a complaint, or of any complaint, or that said Railroad Commission has invited litigation or investigation upon this subject by the filing of a complaint or otherwise, or has in any manner encouraged this complaint in said proceeding herein

And further answering said complaint, said defendant alleges that as to the representation therein contained that it was the general expectation that in response to this announcement of the Commission the Traffic Association of California would file such a complaint, but for some reason it has thus far failed to seize the opportunity to secure for the people of California the revision of transportation schedules, it has no information or belief sufficient to enable it to answer the same, and on that ground said defendant denies that it was the general expectation, or the expectation of any one, that in response to the announcement of the Commission referred to in said complaint, or of any announcement of said Commission, or of any manifestation of said Commission, the Traffic Association of California would file such a complaint, or any complaint, or that the people of the State desire to secure a revision of the transportation schedules of this defendant, or that any revision of the transportation schedules of this defendant could be made without great injustice being done.

And further answering said complaint, this defendant denies that any complaint has been made against it such as is referred to in the pleading of the complaint herein, or that there has been expressed any public or private dissatisfaction, or that the said Board of Railroad Commissioners has ever announced that it stood ready to pass judgment by a general and sweeping revision of transportation schedules, or any revision of the transportation schedules of this defendant; and this defendant denies that justice to the producer, or to the consumer, requires the revision of its transportation schedules, either of persons or property, over its line operated in the State of California.

And further answering said complaint, said defendant denies that the rates, or any rates of railroad fare are in fact, or within the information or belief of the complainant herein, much higher or at all higher than those of other railroads, or any other railroad in other portions of our country similarly circumstanced as to grade or custom, or cost of operating; and this defendant denies that the present fare schedules of its line within the State of California should be reduced not less than 10 per cent, or should be reduced any per cent, over its transportation line or any portion thereof; and said defendant further denies that the rates of fare and freight over its railroad line are objectionable to any of its patrons, but on the contrary this defendant alleges that its schedules of fares and freight are reasonable, and satisfactory to its patrons, and to all fair and just-minded people having business with this defendant.

And this defendant, further answering, denies that the freight rates of this defendant are excessive, or any grave or unjust, or any discriminations exist between classes of produce or points of shipment upon the line of this defendant in the State of California, or that, according to the information or belief of said complainant, the freight schedules of this defendant, or any portion thereof, should be thoroughly or at all revised, so as to affect every class of merchandise, or any class of merchandise, or every point of shipment upon the line of the railroad of this defendant, or that the said freight rates or charges of said defendant should be reduced not less than 20 per cent under the existing freight schedule of this defendant.

This defendant, further answering, herein admits that it would be impossible for the

complainant, R. O. Shively, in this proceeding to prepare and present, or prepare or present in detail, or in any other manner, a specific statement, or any statement of excessive freight and fare charges in any single or other complaint, as against this defendant, for the reason that no such excessive freight or fare charges exist.

This defendant, further answering, herein avers and alleges that none of the freight or fare charges as shown in complainant's schedule, attached to the complaint herein, have any connection whatever with the freights and fares of this defendant over its line of railroad, nor at any of the points or stations mentioned in said schedule on the lines of any of the railroads operated by these defendants in the State of California, nor do the comparative freight or fare charges of the Southern Pacific Company, as compared with the various Eastern railroads, have any reference to the fare and freight rates charged by this defendant, neither are they applicable to said defendant's railroad.

This defendant, further answering, avers and alleges that its rates of freights and fares are not excessive, unjust, oppressive, unfair, improper, unreasonable, or discriminating as between persons or stations or patrons upon its line of railroad, but on the contrary it alleges that its rates are reasonable and just, and should not be diminished, or in any manner interfered with by the honorable Board of Commissioners, and that said rates cannot be reduced in any respect whatever without causing injustice to be done to the owners and stockholders of this Yreka Railroad Company.

That the patrons of this defendant are satisfied with the schedule of rates now existing, and that the same could not be materially decreased or diminished by this Board of Railroad Commissioners without producing actual loss in operating the railroad of said defendant within the said State of California.

And further answering said complainant herein, said defendant alleges that when the line of the California and Oregon Railroad was being constructed through Siskiyou County, the citizens of Yreka and its vicinity put forth their most strenuous efforts to cause said California and Oregon Railroad to be constructed through said Yreka City, in said Siskiyou County, but were unsuccessful in such efforts, and the consequence was that upon the completion of said California and Oregon Railroad through said Siskiyou County, said Yreka City, which is the county seat of said county, and its principal city and trading point, was situated about 8 miles distant from the line of the said California and Oregon Railroad.

That a new town, to wit, the town of Montague, was laid out on said California and Oregon Railroad at its nearest point to said Yreka, and every effort was put forth by those interested therein to make said town of Montague the principal city and trading point of said Siskiyou County, and eventually the said county seat of said county was in danger of being removed thereto.

That under those circumstances the citizens of Yreka, for the purpose of protecting their homes at said Yreka, and of preventing the depreciation of their property situated therein, and rendering the same unmarketable, organized and incorporated the Yreka Railroad Company, for the purpose of constructing and operating a branch railroad from Yreka to said town of Montague, thereby placing said Yreka in direct railroad communication with said California and Oregon Railroad.

That in order to construct said road a large amount of indebtedness had to be and was assumed by the Directors of said Yreka Railroad Company, individually, and also by other public-spirited citizens, whose interests were involved with the welfare of said Yreka.

That nearly every man, woman, and child who owned or was interested in property at or near said Yreka City, was called upon to subscribe for the stock of said company, and the majority of the property holders of said Yreka City did, as a means of preventing said Yreka City from going down and its property becoming worthless, and as a donation to public enterprise rather than as an investment, subscribe for as much stock in said company as their means would justify.

That said Yreka Railroad was built under the circumstances above outlined, and without receiving any subsidy whatever from any government, or otherwise, as herein stated.

That no Board of Directors thereof has received any compensation whatever for its services in managing the affairs of said corporation.

That since the construction of said railroad it has experienced a loss of \$3,000 by the elements, during the winter of 1889 and 1890.

That said Yreka Railroad Company is now indebted in about the sum of \$55,000, the interest on which has to be paid, from time to time, to prevent its property from being sold to satisfy said debt.

That no dividend has ever been declared on said railroad, but on the contrary an assessment of 10 per cent had to be and was made and levied in order to meet the extra expenses incurred, as hereinabove stated, during the winter of 1889 and 1890.

That the entire stock issued by the said Yreka Railroad Company is held and owned by persons who owned or were interested in property situated at or near said Yreka City at the time when the said company was incorporated, except such portion thereof as was sold to wholesale merchants in Sacramento and San Francisco, and others similarly situated, who were interested in the welfare of said Yreka City.

That the Directors of said railroad company are among the largest stockholders therein, and they have heretofore operated, and are now operating, the said railroad on as economical a scale as it is practical to do, in order that said railroad company might reduce its indebtedness and maintain its property in first-class condition.

That said Yreka Railroad Company has operated its road in such a way as to reduce

the expenses thereof to a minimum, and in order that its rates of fares and freights should be as low as the legitimate expenses of said road would enable it to be, and that the patrons of said road are universally satisfied with its present schedule of fares and freights.

Wherefore, said defendant, Yreka Railroad Company, having fully answered the said complaint herein, prays that the proceedings against it may be dismissed; that it recover its costs herein expended; that no action be taken by the honorable Board of Railroad Commissioners for the State of California which shall in any way reduce or diminish the rates of freights and fares now being used by this defendant, and that such other and further order and decision may be rendered herein as to said Board may seem meet and proper.

GILLIS & TAPSCOTT,

Attorneys for Yreka Railroad Company, said Defendant herein Answering.

STATE OF CALIFORNIA, }
County of Siskiyou. } ss.

Jerome Churchill, being first duly sworn, deposes and says that he is the President of the Yreka Railroad Company, one of the corporations defendant in this proceeding; that he has read the above and foregoing answer of said Yreka Railroad Company, and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated on his own information or belief, and as to those matters that he believes it to be true; that as such President of such corporation defendant he is authorized to make this affidavit for and on behalf of said corporation, and he does so make it.

JEROME CHURCHILL.

Subscribed and sworn to before, me this fifteenth day of July, 1892.

JAS. R. TAPSCOTT,

Notary Public in and for Siskiyou County, California.

Filed in the office of the Board of Railroad Commissioners, this ——— day of July, 1892.

JAS. V. KELLY,

Secretary.

ANSWER OF THE NEVADA-CALIFORNIA-OREGON RAILWAY COMPANY.

OFFICE OF THE SO-CALLED
NEVADA-CALIFORNIA-OREGON RAILWAY, }
RENO, NEVADA, July 9, 1892. }

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, Plaintiff,

vs.

NEVADA-CALIFORNIA-OREGON RAILWAY COMPANY, Defendant. }

Erasmus Gest, Custodian, Manager, and Chief Engineer of the so-called N.-C.-O. Railway, recipient of the summons, complaint, and "annexed comparative tables," avers that the road, with its appurtenances, etc., does not belong to, nor is it operated by an incorporated company (see the four annual reports of Moran Bros., by E. Gest, aforesaid, filed in pursuance of law in office of Railroad Commissioners, San Francisco), and requests that all action by the Board of Commissioners, under said complaint of R. O. Shively, at least as to the so-called Nevada-California-Oregon Railway, be dismissed.

First—Because of the absence of anything that is definite. The text of complainant not permitting other construction than that it is a wholesale, broadcast arrangement, and putting in a common bed the management and methods of all railroads operating in California. Such being the case, direct answers, concise and to the point, are precluded.

Second—Because of the fact of complainant's admission of his inability to formulate and present a single complaint either in fare or freight charges; ergo, forced to present sweeping charges based wholly on hearsay, best-of-his-knowledge-and-belief information.

Should the Board of Railway Commissioners fail to see that only justness would be done the interest of the road by the dismissal asked for, then the following, it is believed, fully answers the complainant's petition, at least as much so as its generalities will permit.

First premising that to save time we shall designate the road by the cabalistic N.-C.-O., by which it is popularly known at home.

First—We deny that the rate of fare charged on the N.-C.-O. is much higher than those "of other railroads in other portions of our country similarly circumstanced as to grade, custom, and cost of operation." Therefore, protest against any "sweeping, horizontal reduction being made of not less than 10 per cent.," and solemnly protest against any reduction whatever, knowing, as we honestly do, that the fare is wholly inadequate for the service, and that justice to the proprietary interest demands increase instead of decrease.

Second—We deny "that the freight rates of the transportation" prevailing on the N.-C.-O. are excessive or "much higher than those of other railroads in other portions of our country similarly circumstanced as to grade, custom, and cost of operation," therefore protest against any "sweeping, horizontal reduction being made, not less than 20 per cent upon existing freight schedule," and solemnly protest against any reduction whatever, knowing, as we sincerely do, that the freight rates are wholly inadequate for the service, and that justice to the proprietary interest demands increase instead of decrease.

In absence of citation by complainant, specifically, of any railroad similarly circumstanced as to grade, custom, and cost of operation, I am compelled to say that each and every one of the fifteen sections of the several roads named in the "comparative tables" forming a part of complainant's petition, between the Rocky Mountains and the Atlantic, are comparatively not alone level and free from exceptional hard curves and steep grades, but water, fuel, supplies, and labor are obtainable at reduced cost; they are also flanked with agriculturists and occasional communities with their industries, adding largely to the business of the respective railroads. On the contrary, the opposite condition exists along the N.-C.-O., and may be realized by consideration of the following facts:

For 26 miles from Reno the N.-C.-O. overcomes two mountain summits with grades of 100 feet, and curves as high as 18°. There is not a settlement nor a house on the section nor a particle of business; thence for 32 miles the road is on a continuous rapid descent, with a ranch house about every 2 miles; thence 19 miles on undulating grade to Honey Lake; no houses or settlements. At Amedee, the north end of road, some twenty buildings were built this year. The N.-C.-O. is only classifiable with the heavy, hard roads of the country, more dangerous and expensive to maintain and operate. Water is scarce; tenders of double capacity a necessity.

The community thus far has given but little business of either kind to the road, the main and supporting business originating in Plumas, northern Lassen, and Modoc Counties. So far no profit has been realized from the business, and the building of the road was a mistake. Not a dollar nor any lands have been contributed towards its construction by any one. The entire cost came from the pocket of a single party. Not a dollar of the cost of building remains unpaid; the owner has never drawn a single cent from its earnings; even its manager supported himself out of his own private resources. Every dollar received has been expended in extending and improving. The proprietor should be encouraged by the Commissioners and community; everything is to be gained and nothing lost by so doing.

The following facts are deduced from the report for the year 1891, on file in Commissioner's office, San Francisco, the year 1891 being the best since the road was built. During said year—

Train miles amounted to	51,380
Passengers carried	5,454
Tons carried	12,283

The train was made up of one combination car, balance of freight cars required to meet trade. The combination car had twenty-six seats, yet the passengers carried averaged only 8.7 persons. At no time were the seats all occupied, often only three or four passengers, and on one or more occasions none.

The freight cars accompanying the combination car in train averaged 5.57 cars, having a carrying capacity of 56 tons. This in face of the fact that the tons averaged only 19.6 each train.

Had all seats been filled in the passenger car each way each day, and all the box cars filled with 10 tons each way each day, the engines that hauled the train would not have worked up to their capacity. In other words, we gave daily movement each way of train service, saddled with an outlay for machinery, cars, trainmen, general office expenses, taxes, risks, etc., that just as well would have sufficed to have done three times the amount without additional charge, excepting cost of additional fuel and oil.

Again, in reference to the report in Commissioner's office for the year 1891, page 24, it will be seen that the average receipts—

From each passenger per mile carried	4.470 cents.
From each ton of freight per mile carried was	5.753 cents.

The property on January 1st last stood its owners \$950,000 in gold, to which should be added, compounded each six months, interest at the rate of 6 per cent per annum.

The nominal net earnings have been spent in improving the road. The property has depreciated probably \$90,000.

The N.-C.-O. is in its swaddling clothes period—a came-by-chance, a creation of unforeseen circumstances, accouched at the wrong time and in the wrong place. It is not believed that the people of the great State of California desire to deprive the locality of the advantages of this infant railway by hamstringing it, through its Railroad Commissioners, at the his-cat, mad-dog cry of any party, or more especially at the instigation of one who probably never saw either the road nor the locality, and really has no grievance against it, as inferable from his magnanimous admission that he has no knowledge of his own sufficient to make specific complaints.

With highest consideration for the Commissioners, and the people they are special trustees for, the above is presented as the proper and best answer to complainant's allegation and requests

ERASMUS GEST.

STATE OF NEVADA, }
County of Washoe. } ss.

Erasmus Gest, Custodian and Manager, being duly sworn, upon his oath states that he prepared above answer, and the same is a true statement deduced from his own knowledge and records, and he believes it to be a true and fair representation of facts.

ERASMUS GEST.

Subscribed and sworn to before me, this ninth day of July, A. D. 1892, at Reno.

[SEAL.]

HENRY B. RULE,
Notary Public in and for Washoe County, State of Nevada.

Filed in the office of the Board of Railroad Commissioners, this eleventh day of July 1892.

JAS. V. KELLY,
Secretary.

OTHER RETURNS OF SERVICE OF SUMMONS.

SHERIFF'S OFFICE, }
County of Orange. } ss.

I hereby certify that I received the within summons on the fifth day of July, 1892, and personally served the same upon the Santa Ana and Newport Railroad Company, a corporation, by delivering to and leaving with James McFadden, the President of said Santa Ana and Newport Railroad Company, a corporation, in the county of Orange, on the fifth day of July, 1892, a copy of said summons, and that the copy so delivered to and left with said James McFadden, as President of Santa Ana and Newport Railroad Company, said defendant, was attached to a copy of the complaint referred to in said summons.

Dated at Santa Ana, California, this fifth day of July, 1892.

THEO. LACY,
Sheriff of Orange County.
By JAMES BUCKLEY,
Deputy Sheriff.

SHERIFF'S OFFICE, }
County of Los Angeles. } ss.

I hereby certify that I received the within summons on the fifth day of July, 1892, and personally served the same upon the Redondo Railway Company, a corporation, by delivering to and leaving with Geo. J. Ainsworth, the President of said Redondo Railway Company, a corporation, in the county of Los Angeles, on the seventh day of July, 1892, a copy of said summons, and that the copy so delivered to and left with said Geo. J. Ainsworth, as President of said Redondo Railway Company, said defendant, was attached to a copy of the complaint referred to in said summons.

Dated at Los Angeles, this eighth day of July, 1892.

E. D. GIBSON,
Sheriff.
By W. H. WEAVER,
Deputy Sheriff.

SHERIFF'S OFFICE, }
County of Alameda. } ss.

I hereby certify that I received the annexed summons on the second day of July, 1892, and personally served the same on the second day of July, 1892, on the defendant therein named, the Alameda County Terminal Railway Company, by delivering to and leaving with Eli S. Denison, President of said Alameda County Terminal Railway Company, personally, in the County of Alameda, State of California, a copy of said summons, attached to a copy of the complaint referred to in said summons.

Dated this fifth day of July, 1892.

W. H. H. HUSSEY,
Sheriff of Alameda County.
By W. S. WARTON,
Under Sheriff.

SHERIFF'S OFFICE, }
County of Humboldt. } ss.

I hereby certify that I received the within summons on the fifth day of July, 1892, and personally served the same upon the Eel River and Eureka Railroad Company, a corporation, by delivering to and leaving with John M. Vance, the President of said Eel River and Eureka Railroad Company, a corporation, in the county of Humboldt, on the fifth day of July, 1892, a copy of said summons, and that the copy so delivered to and left with said John M. Vance, as President of the Eel River and Eureka Railroad Company, said defendant, was attached to a copy of the complaint referred to in said summons.

Dated at Eureka, this fifth day of July, 1892.

T. M. BROWN,
Sheriff.
By SAM A. RANDALL,
Deputy Sheriff.

MOTION TO AMEND COMPLAINT.

SAN JOSÉ, CAL., July 12, 1892.

To the State Board of Railroad Commissioners:

I hereby respectfully beg leave to withdraw and dismiss, for the present, my complaint against all of the transportation companies of California, except the Southern Pacific Company, and, as to the said Southern Pacific Company, to file the accompanying amended complaint. My reasons for this course are the following:

First—The investigation, which will be conducted in pursuance of my complaint, will of necessity deal with each railroad corporation separately. The presence of the other railroad companies during such separate inquiry would only incumber the record and hamper and delay the proceedings as to the one under investigation.

Second—The proceedings before your honorable body on last Monday, and the character of the answers and demurrers filed in this matter, have convinced me that the presence of the smaller and remote railroad companies as parties herein will be, and in fact is being, used by the Southern Pacific Company as a means of involving and delaying this inquiry, and preventing your complainant and yourselves from reaching the point of an investigation of its freights and fares within any reasonable time.

For these reasons, therefore, your complainant hereby withdraws and dismisses his complaint against each and all of the transportation companies of California except the Southern Pacific Company, without prejudice to his right to renew his complaint against each of said companies in due time, and herewith files his amended complaint against the Southern Pacific Company, and prays that the same may be served upon the said company immediately, and in accordance with the rules of your Board.

Respectfully,

R. O. SHIVELY.

Complainant.

JOHN E. RICHARDS,

Attorney for Complainant.

Filed in the office of the Board of Railroad Commissioners, this fourteenth day of July, 1892.

JAS. V. KELLY,

Secretary.

Upon motion of plaintiff's attorney, J. E. Richards, Esq., leave was granted to file an amended complaint in the matter of R. O. Shively vs. All Railroads in California.

SUMMONS.

*Before the Board of Railroad Commissioners of the State of California.*R. O. SHIVELY, *Plaintiff*,*vs.*THE SOUTHERN PACIFIC COMPANY, *Defendant*.*The People of the State of California send Greeting to the Southern Pacific Company:*

You are hereby required to appear before the Board of Railroad Commissioners of the State of California, at the office of said Board, No. 27 "Chronicle" Building, in the City and County of San Francisco, State of California, within fifteen (15) days (exclusive of the day of service) after service on you of this summons, together with a copy of the complaint, and to answer said complaint, in writing, under oath, within fifteen (15) days after the service thereof.

Said action is brought against you by the above-named plaintiff for a general and thorough revision and classification of the freight and fare schedules now in force, and for a material reduction in transportation charges upon every class of produce and merchandise to and from all points of shipment over your lines in California, and that the rates of railroad fares be reduced at least 10 per cent from the present fare schedules now used by you, and that the freight rates be reduced at least 20 per cent from the present freight schedule now in use by you, as more fully appears by the complaint on file in the office of the Board of Railroad Commissioners, and a copy of which is herewith attached, to which you are respectfully referred.

Given under my hand and seal of the Railroad Commissioners of the State of California, this fourteenth day of July, in the year of our Lord one thousand eight hundred and ninety-two.

[SEAL.]

JAS. V. KELLY,

Secretary Board of Railroad Commissioners.

STATE OF CALIFORNIA,
City and County of San Francisco. }

I, R. H. Stafford, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on A. N. Towne, Vice-President of the Southern Pacific Company, by delivering to him personally, in San Francisco City and County, State of California, a printed copy of said summons, attached to a printed copy of the complaint and summons of R. O. Shively vs. The Southern Pacific Company (a corporation), as attached hereto.

Dated at San Francisco, this fourteenth day of July, 1892.

ROBT. H. STAFFORD,
Bailiff of the Board of Railroad Commissioners, State of California.

AMENDED COMPLAINT OF R. O. SHIVELY.

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, *Complainant,*

vs.

THE SOUTHERN PACIFIC COMPANY, *Defendant.* }

SAN JOSÉ, CAL., July 13, 1892.

To the Board of Railroad Commissioners of the State of California:

The undersigned, your complainant, respectfully represents: That he is, and has been for ten years last past, a citizen and resident of the State of California, and merchant, engaged in doing business as such in the city of San José, in said State. That as said citizen and merchant your complainant has been engaged in the shipment and distribution of large quantities of merchandise of various kinds on and over the railroad lines of the various transportation companies of the State of California. That during much of said time your complainant has been connected with the Board of Trade and with the Chamber of Commerce of the city of San José, and is at present President of the Chamber of Commerce of said city. That the experience of your complainant as a merchant, and his observation as a member of the said trade organizations, and the information gathered by your complainant as a citizen of the State of California, interested in its public affairs, have led your complainant to the belief that the freights and fares charged by the Southern Pacific Company, in the State of California, are excessive, and that there should be a general and thorough revision and classification of the freight and fare schedules of said Southern Pacific Company, in the State of California, and a material reduction in transportation charges upon every class of produce and merchandise to and from all points of shipment throughout the entire State.

The Constitution provides that your honorable body is the tribunal to which applications should be made for the revision of railroad freights and fares. As a merchant and citizen of California, your complainant therefore files this communication as a complaint, and avers:

First—That the present rates of railroad fare charged by the Southern Pacific Company, between points within the State of California, are, according to the information and belief of your complainant, much higher than those of other railroads in other portions of our country, similarly circumstanced as to grade, custom, and cost of operation, and that the fare schedules of said company between points in California should be classified and reduced not less than 10 per cent over all transportation lines.

Second—Your complainant avers that the freight rates of the said Southern Pacific Company charged between points in California are excessive, and that grave and unjust discriminations exist between classes of produce and points of shipment throughout the State, and that according to the information and belief of your complainant the said freight schedules of said transportation company between all points in California should be thoroughly revised and classified according to what is known as the "Western Classification," so as to affect every class of merchandise and every point of shipment, and that the said freight rates and charges should be reduced not less than 20 per cent upon existing freight schedules.

Your honorable body is referred to the annexed tables and statements marked "Exhibit A," showing present freight charges of the Southern Pacific Company, as compared with those of various Eastern railroads, which are hereby made a part of this complaint. You are also referred to the extracts from the present freight schedules of the Southern Pacific Company, and to the deduction drawn therefrom marked "Exhibit B," showing the want of classification and the discrimination between all points along the lines of the Southern Pacific Company, which, according to the information and belief of your complainant are correct, and which are hereby made a part of this complaint.

Wherefore, your petitioner prays that your honorable body take such action as may be necessary to bring about a general revision of the freight and fare rates and schedules of the Southern Pacific Company between all points along its lines in the State of California.

R. O. SHIVELY,
Complainant.
JOHN E. RICHARDS,
Attorney for Complainant.

STATE OF CALIFORNIA,)
County of Santa Clara. } ss.

R. O. Shively, being duly sworn, upon his oath states that he has heard read the foregoing complaint, and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters therein which are stated upon his information and belief, and as to those matters he believes it to be true.

R. O. SHIVELY.

Subscribed and sworn to before me, this fourteenth day of July, 1892.

[SEAL.]

JOHN E. RICHARDS,
Notary Public.

EXHIBIT A.

COMPARATIVE TABLES SHOWING DIFFERENCE BETWEEN FREIGHT RATES OF THE SOUTHERN PACIFIC COMPANY AND CERTAIN EASTERN RAILROADS, UPON CERTAIN CLASSES OF PRODUCE, BETWEEN PRACTICALLY EQUI-DISTANT POINTS.

SUGAR (in Barrels).

Southern Pacific.	Miles.	Rate per 100 lbs.	Atchison, Topeka, and Santa Fe.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Caliente, Cal.	325	\$1 25	Nettleton, Kan.	326	\$0 52
Bakersfield, Cal.	303	1 20	Larned, Kan.	307	47
Poso, Cal.	282	1 15	Great Bend, Kan.	236	41
Tipton, Cal.	250	1 02	Sterling, Kan.	253	41
Goshen, Cal.	229	79	Kent, Kan.	228	40
Fowler, Cal.	205	79	Newton, Kan.	201	36

RICE.

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Mojave, Cal.	370	\$1 30	Menlo, Kan.	372	\$0 56
Bakersfield, Cal.	303	1 20	Ellis, Kan.	303	50
Delano, Cal.	270	1 12	Gorham, Kan.	272	42
Tipton, Cal.	250	1 02	Bunker Hill, Kan.	253	40
Goshen, Cal.	229	92	Blackwood, Kan.	231	40
Fresno, Cal.	195	75	Bavaria, Kan.	194	36

RICE.

Southern Pacific.	Miles.	Rate per 100 lbs.	Chicago and Alton.	Miles.	Rate per 100 lbs.
Sacramento to—			Bloomington to—		
Tehama, Cal.	125	\$0 44	Godfrey, Ill.	125	\$0 21
Kirkwood, Cal.	111	41	Shipman, Ill.	111	20
Greenwood, Cal.	100	37	Macoupin, Ill.	103	19
Lyman, Cal.	90	32	Anderson, Ill.	92	18
Norman, Cal.	80	30	Virden, Ill.	80	17
Colusa Junction, Cal.	67	29	Chatham, Ill.	67	16

CURED AND SALTED MEATS.

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Bakersfield, Cal.	303	\$1 20	Ellis, Kan.	303	\$0 50
Delano, Cal.	270	1 12	Gorham, Kan.	272	42
Tokay, Cal.	245	99	Dorrance, Kan.	246	40
Cross Creek, Cal.	223	88	Ellsworth, Kan.	224	40
Fresno, Cal.	195	75	Bavaria, Kan.	194	36
Madera, Cal.	174	64	Solomon, Kan.	172	31

CROCKERY.

Southern Pacific (Coast Division).	Miles.	Rate per 100 lbs.	Old Colony Railway (Massachusetts).	Miles.	Rate per 100 lbs.
San Francisco to—			Boston to—		
Santa Cruz, Cal.	121	\$0 34	Provincetown, Mass.	120	\$0 16
Pajaro, Cal.	99	50	Eastham, Mass.	97	15
Gilroy, Cal.	80	40	Harwich, Mass.	85	14
Madrone, Cal.	69	36	Falmouth, Mass.	68	12
San José, Cal.	50	20	Tremont, Mass.	46	10
San Mateo, Cal.	21	15	Cohasset, Mass.	22	07

SYRUP.

Southern Pacific.	Miles.	Rate per 100 lbs.	Burlington Route.	Miles.	Rate per 100 lbs.
Fresno to—			Omaha to—		
Mojave, Cal.	173	\$0 90	Hartwell, Neb.	173	\$0 37
Tehachapi, Cal.	155	80	Juniata, Neb.	157	31
Bealville, Cal.	135	70	Harvard, Neb.	135	26
Wade, Cal.	115	60	Grafton, Neb.	115	25
Lerdo, Cal.	95	50	Friend, Neb.	92	23
Delano, Cal.	75	40	Crete, Neb.	75	20

NEWS PAPER.

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Omaha to—		
Pampa, Cal.	315	\$1 23	Dexter, Neb.	315	\$0 58
Lerdo, Cal.	290	1 17	North Platte, Neb.	291	55
Alila, Cal.	262	1 03	Vroman, Neb.	260	52
Tipton, Cal.	250	1 02	Willow Island, Neb.	250	51
Tulare, Cal.	240	97	Coyote, Neb.	239	49
Traver, Cal.	221	88	Overton, Neb.	220	46

PLOW POINTS.

Southern Pacific.	Miles.	Rate Per 100 lbs.	Chicago and Alton.	Miles.	Rate per 100 lbs.
Fresno to—			Omaha to—		
Keene, Cal.	143	\$1 07	Delhi, Ill.	143	\$0 27
Caliente, Cal.	130	97	Kane, Ill.	131	27
Mesa, Cal.	105	78	Manchester, Ill.	105	25
Dathol, Cal.	81	60	Sinclair, Ill.	82	24
Huron, Cal.	74	55	Ashland, Ill.	73	23
Armona, Cal.	51	38	Greenview, Ill.	53	20

PLOW POINTS (Loose).

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Wade, Cal.	310	\$2 32	Ogallah, Kan.	313	\$0 59
Lerdo, Cal.	290	2 17	Hays, Kan.	289	53
Alila, Cal.	262	1 97	Russell, Kan.	263	50
Tulare, Cal.	240	1 79	Wilson, Kan.	239	50
Traver, Cal.	221	1 65	Lincoln Center, Kan.	220	46
Fresno, Cal.	195	1 46	Bavaria, Kan.	194	44

COKE (Less than Carloads).

Southern Pacific.	Miles.	Rate per 100 lbs.	New York and New England Railway.	Miles.	Rate per 100 lbs.
San Francisco to—			Boston to—		
Goshen, Cal.	229	\$0 92	Newburg, N. Y.	229	\$0 15
Tehama, Cal.	187	54	Mill Plain, Conn.	183	15
Turlock, Cal.	116	35	Hartford, Conn.	117	14
Rumsey, Cal.	111	34	Buckland, Conn.	110	14
Capay, Cal.	93	28	Norwich, Conn.	94	13
Woodland, Cal.	86	25	Jewett City, Conn.	85	12

CROCKERY.

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
Fresno to—			Omaha to—		
Keene, Cal.	143	\$0 74	Norfolk, Neb.	142	\$0 23
Caliente, Cal.	130	67	Madison, Neb.	127	23
Wade, Cal.	115	60	Humphrey, Neb.	117	23
Glenburn, Cal.	100	52	Oconee, Neb.	101	22
Alcalde, Cal.	95	55	Columbus, Neb.	91	21
Lemoore, Cal.	55	32	Wahoo, Neb.	54	15

FISH (Dried and Pickled).

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Bakersfield, Cal.	303	\$1 20	Grant, Kan.	302	\$0 46
Delano, Cal.	270	1 12	Natrona, Kan.	273	41
Tipton, Cal.	250	1 02	Luray, Kan.	251	35
Traver, Cal.	220	88	Lincoln Center, Kan.	220	35
Fresno, Cal.	159	75	Blue Springs, Neb.	198	23
Berenda, Cal.	166	60	Schroyer, Kan.	168	23

COAL OIL (in Cans).

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Traver, Cal.	221	\$1 66	Kanopolis, Kan.	219	\$0 50
Fowler, Cal.	205	1 58	Arcola, Kan.	205	47
Fresno, Cal.	195	1 50	Bavaria, Kan.	194	44
Madera, Cal.	174	1 28	Solomon, Kan.	172	39
Califa, Cal.	162	1 16	Abilene, Kan.	163	38
Athlone, Cal.	150	1 04	Chapman, Kan.	152	36

COAL OIL (in Tins, Boxed).

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
Sacramento to—			Omaha to—		
Redding, Cal.	170	\$1 27	Wood River, Neb.	169	\$0 44
Anderson, Cal.	205	1 53	Alda, Neb.	162	42
Red Bluff, Cal.	135	1 00	Paddock, Neb.	135	33
Tehama, Cal.	125	88	Clarks, Neb.	120	36
Vina, Cal.	115	82	Havens, Neb.	115	34
Chico, Cal.	93	62	Cayuga, Neb.	96	28

COAL OIL (In Cases and Barrels).

Southern Pacific.	Miles.	Rate per 100 lbs.	Northern Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Portland, Or., to—		
Tehama	187	\$1 06	Seattle, Wash.	187	\$0 23
Marysville	142	52	Tacoma, Wash.	116	21
Roseville	108	52	Harlowe, Wash.	108	23
Sacramento	90	48	Chehalis, Wash.	91	19
Antioch	55	30	Stockport, Wash.	58	15
Vallejo	29	15	Milton, Or.	28	08

WIRE FENCE.

Southern Pacific.	Miles.	Rate per 100 lbs.	Burlington Route.	Miles.	Rate per 100 lbs.
San Francisco to—			Omaha to—		
Pampa, Cal.	318	\$1 28	Stratton, Neb.	310	\$0 56
Glenburn, Cal.	296	1 20	Culbertson, Neb.	294	54
Alcalde, Cal.	263	1 20	Bartley, Neb.	267	51
Lethent, Cal.	229	99	Oxford, Neb.	229	47
Selma, Cal.	210	85	Holdrege, Neb.	206	45
Fresno, Cal.	195	75	Axtell, Neb.	192	42

BAR IRON.

Southern Pacific.	Miles.	Rate per 100 lbs.	Northern Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			St. Paul to—		
Bakersfield	303	\$1 20	Lisbon, N. D.	307	\$0 43
Delano	271	1 12	Davenport	270	40
Tipton	250	1 02	Fargo	251	40
Huron	242	1 09	Tenny, Minn.	243	39
Kingsburg	215	84	Fergus Falls	211	35
Fresno	195	75	Pettie Lake	192	30

NAILS.

Southern Pacific.	Miles.	Rate per Ton.	Fitchburg Railway Co.	Miles.	Rate per Ton.
San Francisco to—			Boston to—		
Gonzales	135	\$7 60	McBrae Tunnel	135	\$3 00
Tres Pinos	101	6 00	Greenfield	101	2 60
Hollister	94	5 20	Millers Falls	97	2 60
Gilroy	80	4 00	Athel	82	2 40
Almaden	65	2 50	Gardner	65	2 00
San José	50	2 00	Fitchburg	50	1 60

NAILS.

Southern Pacific.	Miles.	Rate per 100 lbs.	Northern Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			St. Paul to—		
Modesto	114	\$0 58	Little Falls	108	\$0 46
Merced	152	94	West Port	135	50
Chico	196	70	Vining	183	57
Raymond	193	1 50	Wright	201	60
Fresno	195	1 50	Cromwell	207	60
Huron	242	2 25	Crockston	293	48

ROPE (In Coils).

Southern Pacific.	Miles.	Rate per 100 lbs.	Union Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			Kansas City to—		
Caliente	325	\$1 25	Wakeney, Kan.	322	\$0 54
Bakersfield	303	1 20	Ellis	303	50
Tulare	240	97	Wilson	239	40
Traver	221	88	Elsworth	224	40
Fresno	195	75	Bavaria	194	36
Madera	174	64	Solomon	172	31

BLANKETS (In Bales).

Southern Pacific.	Miles.	Rate per 100 lbs.	Northern Pacific.	Miles.	Rate per 100 lbs.
San Francisco to—			St. Paul to—		
Dunsmuir	293	\$1 62	Oriska, N. D.	293	\$0 87
Huron	242	1 64	Glydon, Minn.	241	78
Hanford	222	1 38	Hillsdale, N. D.	222	74
Fresno	195	1 12	Frazee	194	67
Tehama	187	79	Clitherall, Minn.	188	59
Turlock	118	52	Topeka, Minn.	115	47

EXHIBIT B.

EXTRACTS FROM SOUTHERN PACIFIC COMPANY'S PRESENT FREIGHT SCHEDULES.

Commodity—Grain (Rye, Oats, Barley, Corn, Wheat). Carload lots on Mixed Freight.

To Port Costa From—	Distance— Miles.	Rate per Ton.
Selby	3	\$0 55
Vallejo Junction	3	45
Torney	5	75
Martinez	4	35
Benicia	1	50
South Vallejo	5	1 25
Pinole	8	78
Avon	7	40
Bay Point	10	45
Goodyear	7	75
Flosden	9	1 25
Teal	12	75
Napa Junction	12	1 25
San Pablo	14	78
Sobranite	11	78
Concord	11	85
Hookston	14	1 10
McAvoy	13	50
Suisun	17	75
Cordelia	19	1 20
Creston	16	1 25
Merazo	20	1 25
Thompson	16	1 25
Napa	20	1 25
Point Isabel	19	73
Stege	18	73
Walnut Creek	17	1 35
Cornwall	18	60

COMPARATIVE GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rate per Ton.
Shellville	24	\$1 25
Oak Knoll	25	1 25
Stock Yard	20	78
West Berkeley	22	78
Hemmes	21	1 50
Danville	24	1 20
Antioch	23	70
Cannon	24	1 30
Vanden	23	1 20
El Verano	29	1 25
Yountville	29	1 25
Elmira	28	1 40
Oakland Wharf	28	78
San Ramon	27	2 00
Neroly	27	75
Sobre Vista	31	1 20
Yulupa	32	1 25
Gelston	33	1 40
Glen Ellen	34	1 40
Warfield	35	1 45
Drummond	36	1 50
Wildwood	40	1 70
Oakville	32	1 35
Rutherford	34	1 40
San Francisco	32	78
Brentwood	31	75
Byron	36	75
Vacaville	32	1 60
Violet	34	1 70
Hartley	37	1 70
Allendale	39	1 80
Batavia	33	1 50
Dixon	35	1 50
Tremont	40	1 50
Melrose	36	1 40
San Leandro	40	1 30
Belle	36	1 50
St. Helena	38	1 70
Barro	40	1 95
Los Guillicos	45	1 95
South Los Guillicos	41	1 70
Annadel	49	2 00
Melitta	46	2 00
Bale	42	2 00
Maple	44	2 00
Calistoga	47	2 10
Bethany	45	1 10
Lorenzo	42	2 00
Haywards	45	2 00
Wolfskill	43	1 90
Winters	45	1 90
Davis	44	1 60
Elys	49	2 00
Swingle	48	1 60
Webster	48	1 60
Merritt	49	1 70
Tracy	51	1 35
Decoto	51	2 00
Santa Rosa	51	2 20
Yarmouth	57	1 40
Niles	54	2 00
Irvington	58	2 00
Sunol	60	2 25
Midway	59	2 35
Ellis	54	1 65
Banta	53	1 40

COMPARATIVE GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rate per Ton.
Sacramento	58	\$1 75
Citrona	52	2 00
Madison	55	2 00
Esparto	58	2 00
Capay	60	2 10
Mullen	52	1 75
Woodland	54	1 75
Curtis	59	1 75
Yolo	59	1 75
American River Bridge	61	1 85
Ben Ali	64	1 85
Arcade	66	1 85
Vernalis	61	1 50
Westley	69	1 55
Warm Springs	61	2 00
Milpitas	66	2 25
Pleasanton	66	2 60
Altamont	67	2 75
Cadanassa	65	2 36
Tancred	69	2 53
Knights	63	1 75
Blast	64	1 75
Lathrop	62	1 30
Brighton	63	2 15
Homestead	61	2 15
Morrano	68	1 50
Ripon	72	1 60
Salida	75	1 80
Stockton	71	1 50
Charleston	78	1 50
Walthall	80	1 50
Castle	76	1 50
Emerald	76	1 30
San José	72	2 45
Livermore	71	2 30
Surrey	72	2 63
Amaranth	73	2 67
Guinda	74	2 72
Sauterne	75	2 75
Cashmere	76	2 82
Rumsey	79	2 92
Chandler	74	1 90
Marcuse	77	1 95
Tudor	80	2 00
Dunnigan	72	1 80
Harrington	77	1 80
Antelope	72	2 00
Roseville Junction	76	2 10
Whitneys	82	2 15
Lincoln	86	2 20
Ewing	90	2 30
Modesto	82	2 00
Ceres	87	2 10
Keyes	90	2 10
Oswald	85	2 00
Yuba City	89	2 40
Arbuckle	82	1 80
Geneva	86	1 80
Macy	87	1 90
Crows Landing	81	2 00
Newman	88	2 10
Holden	82	1 50
Peters Junction	86	1 50
Lodi	83	1 50
Acampo	86	1 35
Forest Landing	87	1 65
Galt	85	1 63

COMPARATIVE GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rate per Ton.
Sheridan.....	94	\$2 30
Wheatland.....	97	2 30
Turlock.....	95	2 25
Marysville.....	91	2 40
Williams.....	93	1 95
Colusa Junction.....	98	2 00
Gustine.....	92	2 10
Linora.....	95	2 25
Ingomar.....	98	2 30
Waverly.....	93	1 95
Farmington.....	91	1 75
Trigo.....	94	1 90
Comita.....	96	2 00
Clyde.....	99	2 00
Cicero.....	95	2 55
Reeds.....	104	2 40
Rupert.....	108	2 40
Delevan.....	107	2 20
Delphi.....	101	2 30
Livingston.....	105	2 30
Arena.....	108	2 35
Maxwell.....	102	2 03
Volla.....	104	2 30
Los Baños.....	109	2 35
Burnett.....	103	2 00
Milton.....	101	2 00
Oakdale.....	105	2 00
Claribel.....	109	2 20
Carbondale.....	107	2 75
Ramirez.....	119	2 70
Coombs.....	120	2 70
Norman.....	120	2 30
Longdale.....	113	2 40
Willows.....	119	2 50
Atwater.....	112	2 45
Merced.....	120	2 60
Agatha.....	111	2 50
Waterford.....	115	2 30
Hickman.....	117	2 40
Ione.....	114	2 75
Kurand.....	125	2 90
Halconera.....	128	2 90
Millsholm.....	129	3 00
Alingard.....	125	2 85
Athlone.....	129	2 85
Dos Palos.....	122	2 60
Oxalis.....	129	2 75
Palermo.....	130	3 00
Honcut.....	122	2 70
Vancluse.....	123	2 80
Lyman.....	123	2 65
Germantown.....	125	2 70
Montpellier.....	123	2 45
Ryer.....	130	2 55
Cox Lane.....	126	3 00
Live Oak.....	128	2 50
Gridley.....	128	2 70
Villa Verona.....	132	2 05
Oroville.....	135	3 00
Biggs.....	135	2 85
Selby.....	137	3 00
Amsterdam.....	135	2 60
Athens.....	130	3 25
Fruto.....	136	3 50
Greenwood.....	132	2 85
Orland.....	135	3 00

COMPARATIVE GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rate per Ton.
Malton	139	\$3 05
Firebaugh	135	3 00
Minturn	136	3 00
Whites Bridge	146	3 20
Kirkwood	143	3 15
Corning	148	3 30
Califa	141	3 20
Berenda	145	3 20
Nelson	141	3 10
Durham	147	3 15
Chico	154	3 20
Richfield	151	3 50
Finnell	154	3 50
Talbot	151	4 05
Daulton	157	4 30
Madera	153	3 30
Borden	156	3 40
Irrigosa	159	3 50
Jamesan	154	3 30
Collis	162	3 55
McMullin	169	3 75
Herndon	165	3 50
Muscatel	167	3 60
Herbert	164	5 80
Raymond	166	6 00
Nord	161	3 25
Anita	163	3 30
Cana	165	3 35
Soto	168	3 40
Proberta	160	3 50
Rawson	163	3 50
Red Bluff	168	3 50
Vina	172	3 45
Hooker	172	3 70
Merced	170	2 60
Fresno	175	3 60
Malaga	179	3 75
Ormus	174	3 75
Caruthers	180	3 75
Canda	186	3 75
Butler	181	3 75
Minneola	184	3 75
Sanger Junction	189	3 85
Fowler	184	3 75
Sesma	180	3 50
Tehama	181	3 50
Cottonwood	185	3 75
Lillis	190	3 85
Hardwick	192	3 90
Fortuna	195	3 85
Reedley	199	3 90
Selma	190	3 85
Kingsburg	195	3 85
Dinuba	205	4 00
Monson	209	4 00
Traver	200	3 90
Cross Creek	209	4 00
Goshen	209	4 00
Taurusa	216	4 10
Tagus	214	4 10
Tulare	219	4 10

COMPARATIVE GRAIN RATES—Continued.

To Port Costa From—	Distance— Miles.	Rate per Ton.
Tokay	225	\$4 15
Tipton	229	4 15
Kaweah	223	4 10
Exeter	227	4 15
Hanford	222	4 00
Armona	225	4 00
Lemoore	230	4 40
Lindsay	234	4 20
Roth	238	4 20
Pixley	236	4 20
Heinlen	231	4 40
Huron	239	4 40
Porterville	244	4 25
Alida	241	4 20
Terra Bella	252	4 30
Orris	259	4 30
Coalinga	254	4 70
Alcalde	259	4 75
Delano	250	4 25
Poso	262	4 30
Kimberlena	265	4 35
Lerdo	270	4 35
Glenburn	275	4 40
Bakersfield	282	4 40

By grouping the foregoing freight tariff, in order to show the discrimination and absence of uniformity, it will appear that for—

- 5 miles and under, there are 8 points and 6 rates, ranging from 35 cents to \$1 25.
- 10 miles and over 5 miles, 5 points and 5 rates, ranging from 40 cents to \$1 25.
- 15 miles and over 10 miles, 7 points and 6 rates, ranging from 50 cents to \$1 25.
- 20 miles and over 15 miles, 10 points and 6 rates, ranging from 60 cents to \$1 35.
- 25 miles and over 20 miles, 10 points and 6 rates, ranging from 70 cents to \$1 75.
- 30 miles and over 25 miles, 7 points and 5 rates, ranging from 75 cents to \$2 00.
- 40 miles and over 30 miles, 24 points and 12 rates, ranging from 75 cents to \$1 95.
- 50 miles and over 40 miles, 17 points and 7 rates, ranging from \$1 10 to \$2 10.
- 60 miles and over 50 miles, 20 points and 10 rates, ranging from \$1 35 to \$2 35.
- 70 miles and over 60 miles, 17 points and 11 rates, ranging from \$1 50 to \$2 75.
- 80 miles and over 70 miles, 22 points and 15 rates, ranging from \$1 50 to \$2 92.
- 90 miles and over 80 miles, 19 points and 11 rates, ranging from \$1 50 to \$2 40.
- 100 miles and over 90 miles, 15 points and 9 rates, ranging from \$1 75 to \$2 55.
- 110 miles and over 100 miles, 14 points and 8 rates, ranging from \$2 to \$2 75.
- 120 miles and over 110 miles, 11 points and 7 rates, ranging from \$2 30 to \$2 75.
- 130 miles and over 120 miles, 17 points and 7 rates, ranging from \$2 45 to \$3.
- 140 miles and over 130 miles, 12 points and 6 rates, ranging from \$2 60 to \$3 50.
- 150 miles and over 140 miles, 8 points and 4 rates, ranging from \$3 10 to \$3 30.
- 160 miles and over 150 miles, 9 points and 6 rates, ranging from \$3 20 to \$4 80.
- 170 miles and over 160 miles, 13 points and 10 rates, ranging from \$3 30 to \$6.
- 180 miles and over 170 miles, 6 points and 5 rates, ranging from \$2 60 to \$3 75.
- 190 miles and over 180 miles, 9 points and 4 rates, ranging from \$3 50 to \$3 85.
- 200 miles and over 190 miles, 6 points and 2 rates, ranging from \$3 85 to \$3 90.
- 210 miles and over 200 miles, 5 points and 2 rates, ranging from \$3 90 to \$4.
- 220 miles and over 210 miles, 3 points and 1 rate, ranging from \$4 10 to \$4 10.
- 230 miles and over 220 miles, 7 points and 4 rates, ranging from \$4 to \$4 40.
- 240 miles and over 230 miles, 5 points and 2 rates, ranging from \$4 20 to \$4 40.
- 250 miles and over 240 miles, 3 points and 3 rates, ranging from \$4 20 to \$4 55.
- 260 miles and over 250 miles, 5 points and 4 rates, ranging from \$4 25 to \$4 75.
- 270 miles and over 260 miles, 2 points and 2 rates, ranging from \$4 30 to \$4 35.
- 280 miles and over 270 miles, 2 points and 2 rates, ranging from \$4 35 to \$4 40.
- 290 miles and over 280 miles, 1 point and 1 rate, ranging from \$4 40 to \$4 40.

A careful examination of these figures will show that the rate of \$1 25 per ton covers a range of from 5 miles to 50 miles; \$1 35 from 20 miles to 60 miles; \$1 75 from 25 miles to 100 miles; \$2 from 30 miles to 110 miles; that a rate of \$4 80 is reached at 160 miles, and \$6 at 170 miles; \$2 60 is charged for 180 miles; a rate of \$2 75 charged for 70 miles; while a rate of \$4 40 is made for 280 miles, and the same rate for 230 miles, and \$4 35 accepted for 280 miles.

OBJECTIONS AND DEMURRER OF THE SOUTHERN PACIFIC COMPANY.

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, *Plaintiff*,
 VS.
 THE SOUTHERN PACIFIC COMPANY, *Defendant*.

The above-named defendant objects to the complaint of the plaintiff above named, herein filed, and under the rules of the Commission designates the following grounds of objection:

First—That the said complaint does not state facts sufficient to authorize the proceeding.

Second—That the said complaint is ambiguous, it is unintelligible, and it is uncertain, and said objections are in part more particularly specified in this:

The complaint charges "that the present rates of railroad fare charged by the Southern Pacific Company between points within the State of California are, according to the information and belief of your petitioner, much higher than those of other railroads in other portions of our country;" but the complaint does not designate, and it cannot, with any certainty, be determined therefrom what "points within the State of California" are referred to, and it cannot, with any certainty, be determined therefrom what "other portions of our country" are referred to.

And again, in this: The complaint charges, "Your complainant avers that the freight rates of the said Southern Pacific Company charged between points in California are excessive, and that grave and unjust discriminations exist between classes of produce and points of shipment throughout the State;" but the complaint does not designate, and it cannot, with any certainty, be determined therefrom what are the points referred to, or what are the discriminations between classes of produce and points of shipment throughout the State which the plaintiff claims to be "grave and unjust."

And again, in this: The complaint charges, "That according to the information and belief of your complainant, the said freight schedules of said transportation company, between all points in California, should be thoroughly revised, and classified according to what is known as the 'Western Classification,' so as to affect every class of merchandise and every point of shipment;" but the complaint fails to state any fact tending to show that the so-called "Western Classification" is superior to the classification in use, and it is not stated in the complaint, and cannot be, with any certainty, ascertained therefrom upon what, if any, facts the opinion of the plaintiff upon this question is founded.

And again in this: The complaint does not show, and it cannot be ascertained therefrom, what interest the plaintiff has in the matter, or what cause exists for a revision of all rates to all points on the lines of defendant's roads in the State of California.

And, inasmuch as the plaintiff seeks and demands in the complaint a revision of rates to all points in the State, many of which rates are within the knowledge of this Commission, competitive with lines of water transportation and with other railroads, this action ought not to proceed until all lines of transportation which will be affected by the decision of this Commission shall be made parties.

Wherefore, this defendant prays that this proceeding be dismissed, and that such other order may be made as may be deemed proper in the premises.

JAS. C. MARTIN,
 Attorney for Defendant, Southern Pacific Company.

DEMURRER OVERRULED.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
 SAN FRANCISCO, August 29, 1892. }

R. O. SHIVELY, *Plaintiff*,
 VS.
 THE SOUTHERN PACIFIC COMPANY, *Defendant*.

To the Southern Pacific Company:

You will please take notice that the Board of Railroad Commissioners overruled the demurrer in the above-entitled action on the twenty-ninth day of August, 1892, and that the defendant was given ten days in which to answer under the rule, and you will further take notice that the case was set for hearing on the third day of October, 1892.

See Rule VIII of the Board of Railroad Commissioners.

Very respectfully,

JAS. V. KELLY,
 Secretary.

ANSWER OF THE SOUTHERN PACIFIC COMPANY.

Before the Board of Railroad Commissioners of the State of California.

R. O. SHIVELY, Plaintiff,

vs.

THE SOUTHERN PACIFIC COMPANY, Defendant. }

The above-named defendant, without in any manner waiving, but expressly insisting upon, its objections and demurrer heretofore filed and presented, for answer in its behalf to the complaint of the plaintiff above named herein filed:

Denies that the present rates of railroad fare, or any of them, charged by the Southern Pacific Company between points within the State of California, are much, or at all, higher than those of other railroads in other portions of our country similarly circumstanced as to grade, custom, and cost of operation, or that the fare schedules, or any of them, of said company, between points in California, should be classified or reduced not less than 10 per cent over all transportation lines, or any transportation line, or otherwise, or at all.

Denies that the freight rates, or any of them, of the Southern Pacific Company, charged between points in California, are excessive, or that grave or unjust discriminations exist, or any grave or unjust or other discrimination exists between classes of produce or points of shipment throughout the State, or that the said freight schedules, or any of them, of said, or any transportation company, between all points in California, should be thoroughly, or at all, revised or classified according to what is known as the "Western Classification," so as to affect every class of merchandise, and every point of shipment, or otherwise, or that the said freight rates or charges, or any of them, should be reduced not less than 20 per cent, upon existing freight schedules, or at all.

Defendant denies that the tables, statements, and schedules annexed to the complaint furnish or present fair, just, or proper comparison of rates, or show any want of classification or discrimination, or that they are correct; but to the contrary defendant avers that the said tables, statements, and schedules are incorrect, and are improperly made up, and are of a character and form designed to mislead and deceive, and not to enlighten or furnish information.

And defendant denies generally and specifically, all and each, the averments, allegations, and charges of the said complaint.

Further answering, defendant avers that many of its schedules and charges for service transportation are competitive between the same points in the State of California with other railroads and transportation lines, and that the complaint in this case and this proceeding ought not to be further entertained until all such railroads and transportation lines interested in the subject shall be made parties, and brought before this honorable commission.

Further answering, defendant avers that its rates for transportation in the State of California are reasonable and just, and give no more than an adequate return to this defendant for its necessary investment and costs of service, and that to reduce its rates, as sought by the plaintiff in this proceeding, would compel this defendant to render service without adequate compensation, and destroy its right to earn and receive any profit, and would take its property for public use without just compensation, and would deprive this defendant of its property without due process of law.

Wherefore, defendant prays the judgment of this honorable Commission that plaintiff take nothing by his complaint, and that this proceeding be dismissed.

JAMES C. MARTIN,
Attorney for Defendant, Southern Pacific Company.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

R. Gray, being duly sworn, deposes and says that he is an officer and agent, to wit: the General Traffic Manager of the Southern Pacific Company (a corporation), defendant in the above-entitled action; that he has read the above and foregoing answer, and knows the contents thereof; that the same is true of his own knowledge, except as to the matters which are therein stated on his information or belief, and as to those matters that he believes them to be true.

R. GRAY.

Subscribed and sworn to before me, this eighth day of September, 1892.

[SEAL.]

E. B. RYAN,
Notary Public.

OPINION OF ATTORNEY-GENERAL HART.

By request of the Board of Railroad Commissioners, the Attorney-General filed the following opinion, relative to services of State and county officers performed for the Board of Railroad Commissioners:

SACRAMENTO, CAL., August 11, 1892.

To the honorable Board of Railroad Commissioners, "Chronicle" Building, San Francisco, Cal.:

DEAR SIRS: I am in receipt of a communication from your Secretary, James V. Kelly, under date of 6th instant, inclosing bills of certain Sheriffs for serving summons and complaint in the case of R. O. Shively vs. All Railroads in the State, aggregating \$14 65, viz.: T. M. Brown, Sheriff of Humboldt County, \$2; G. W. Dunster, Sheriff of Nevada County, \$3 50; W. H. H. Hussey, Sheriff of Alameda County, \$2 30; E. W. Kay, Sheriff of Tulare County, \$3 60; Theo. Lacy, Sheriff of Orange County, \$1 85, and J. B. Stanton, Sheriff of Colusa County, \$1 40; also, stating that you had no fund at your disposal or upon which to draw to pay these fees, and asking me to take the necessary steps toward having the officers paid.

Under the Constitution and laws of this State the Board of Railroad Commissioners is a State Board, and the Commissioners are State officers, and by the provisions of Section 223 of the County Government Act (Stats. 1891, p. 419) county officers cannot charge for services rendered the State or county. It is the duty of Sheriffs to make such service at the request of the Board. Had the Legislature made appropriation for such service the claims could have been allowed, but in that event the parties would be required to pay the fees into the County Treasury under the provisions of Section 4334 of the Political Code (Stats. 1891, p. 67). I return claims.

Yours respectfully,

WM. H. H. HART,
Attorney-General.

Filed in office of the Board of Railroad Commissioners, this twelfth day of August, 1892.

JAS. V. KELLY,
Secretary.

Upon motion of Commissioner Litchfield, the Secretary was instructed to forward a copy of the above opinion of the Attorney-General to the various persons having claims for services performed at the instance of the Commission.

COMMUNICATION TO COL. R. P. MORGAN.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, June 16, 1892. }

Col. R. P. MORGAN, *Palace Hotel, San Francisco, Cal.:*

DEAR SIR: Our Board being desirous of obtaining the services of an experienced engineer and expert in railroad matters, and learning that you are in the city, I am instructed by President Rea of this Board to ascertain whether you are open to make an engagement with the Board to investigate and inform them particularly with reference to what would be just and equitable rates of freight and fares, taking into account operating expenses and all other matters of general import bearing thereon and affecting the operation of railroads in this State.

Kindly inform me at your earliest convenience whether you can devote sufficient time to an inquiry of this magnitude to enable you to fully advise the Commission, who are desirous that such a report be made as soon as possible.

If your answer to the foregoing be favorable, please give me your references, terms, etc.

Very respectfully yours,

JAS. V. KELLY,
Secretary Railroad Commission of California.

The following reply was received from Col. R. P. Morgan:

PALACE HOTEL, SAN FRANCISCO, June 18, 1892.

JAMES V. KELLY, *Esq., Secretary Board of Railroad Commissioners, "Chronicle" Building, City:*

DEAR SIR: Replying to your favor of the 16th instant, I understand from it that the Commission desire to have a report made upon the tariffs of charges of the railway companies of California, for the transportation of persons and property; *i. e.*, "taking into account operating expenses and all other matters of general import bearing thereon, and affecting the operation of railroads in this State." The question is, are their charges unjust and inequitable, or not? And if they ought to be modified to make them just and equitable, in what respect and degree?

To accomplish a work of such magnitude and importance with reasonable accuracy, as promptly as you desire, and if feasible, all the aids the authority of the Commission can command, and that the railway companies themselves can readily give, should be available.

It would be necessary for me to acquire, by personal observation and investigation, additional knowledge of the physical conditions affecting each road, and also of the resources, present and prospective, of each.

After a few days necessary to complete a report I am now engaged upon for European capital, I shall have the time at my disposal, and, so far as I may be able, will prepare a report upon the question, if the Commissioners desire it.

My terms have been uniform for more than ten years, and are not unreasonably high. They include all expenses necessary to acquire and prepare the data essential to the work I may be engaged upon.

As requested, I inclose my professional letter, which contains the testimony of some third parties in respect to myself.

Respectfully yours,

RICHARD P. MORGAN.

Mr. JAMES V. KELLY, Secretary Board of Railroad Commissioners of California:

Having had an extended experience in the construction and operation of railways, we offer our services as civil engineers and independent experts to examine and report upon the character and condition of the construction and equipment of railways, and also their fair actual value, or safe net earnings.

We have recently examined for capitalists and reported separately upon nearly all the principal railroads west of Chicago, between Canada and Mexico, and during the past eleven years, having had unequalled facilities, we have made a special study of the West and South, and their resources, present and prospective.

The senior member of this firm has been closely connected professionally with the development of the West for more than thirty-five years.

Very respectfully,

RICHARD P. MORGAN.

Dated at San Francisco, Cal., June 18, 1892.

Filed in office of the Board of Railroad Commissioners, this twenty-seventh day of June, 1892.

JAS. V. KELLY,
Secretary.

The following resolution engaging Col. R. P. Morgan was passed by the Board on July 11, 1892:

Resolved, That the services of Col. Richard P. Morgan be and are hereby engaged by this Commission, for the purpose and on the terms stated in the correspondence had with him in respect thereto, the engagement to take effect immediately; and the President and Secretary of the Commission are hereby instructed to put Mr. Morgan in communication by letter with the managers of the railroad companies of California, and otherwise assist him in every practicable way to obtain any data and general information he may desire.

In reply to the Secretary's notification of his engagement by this Board, the following were received from Mr. Morgan:

PALACE HOTEL, SAN FRANCISCO, July 12, 1892.

Mr. JAMES V. KELLY, Secretary of the Board of Railroad Commissioners:

DEAR SIR: Your favor of yesterday and copy of the resolution of the Board of Commissioners engaging my services came to hand this morning.

If you will kindly oblige me with such a general letter or letters of introduction to the managers of the railways in the State as the resolution contemplates, I will, from time to time, as it may be convenient with respect to my work, call upon them for such data and facilities as I may properly do.

Yours truly,

RICHARD P. MORGAN.

PALACE HOTEL, SAN FRANCISCO, July 15, 1892.

Mr. JAMES V. KELLY, Secretary of the Board of Railroad Commissioners of California.

DEAR SIR: Your favor of the 13th instant, and twenty-three letters of introduction to the managers of the railways of the State, came to hand last evening, for which please accept my thanks.

Will you kindly provide me with the following information:

First—A full file of the reports of the Railroad Commission.

Second—Commissioners' official map of California.

Third—Report of the State Board of Equalization for 1891.

Fourth—Copy of the original and amended complaints of R. O. Shively.

Fifth—Copy of the answer of each railroad company to his complaint.

Sixth—A file for the last ten years of the annual reports of the Chamber of Commerce of San Francisco.

Seventh—Such recent reports as you may be able to provide, issued by the California State Board of Trade.

Eighth—A complete file of the formal presentations made to the Commissioners by the Traffic Association upon the question of rates charged by the railroads of California for the transportation of persons and property, including, of course, the tables of comparative rates, etc.

You will at once see the importance of my having official statements, that I may pursue the work I am engaged upon as accurately as feasible.

Please address letters and documents to me at the Palace Hotel, San Francisco, room No. 778.

Yours truly,

RICHARD P. MORGAN.

Filed in the office of the Board of Railroad Commissioners, this eighteenth day of July, 1892.

JAS. V. KELLY,
Secretary.

COMMUNICATION TO GOVERNOR MARKHAM.

SAN JOSÉ, CAL., July 11, 1892.

Hon. H. H. MARKHAM, Governor of the State of California:

DEAR SIR: The State Board of Railroad Commissioners desires to bring to your attention the following facts with reference to a proceeding now pending before the Commission, and to submit to your consideration the subject of the powers and duties of the Railroad Commission in the premises.

A complaint has been filed before the State Board of Railroad Commissioners by a merchant of San José, setting forth that railroad rates are too high all over the State of California, and asking for a revision of transportation schedules and a material reduction in freights and fares.

For some months prior to the filing of this complaint the subject of a revision of railroad schedules has been under discussion before the Commission and among the people of the State generally. The Traffic Association of California has been agitating the subject, and endeavoring to bring about such an investigation as would result in this revision. There has been a dispute between the Traffic Association and the Railroad Commission in the matter of procedure, the Railroad Commission requiring the filing of a complaint before it, in order to set in motion the investigation, which complaint the Traffic Association did not seem to regard as necessary, and refused to file. The people of the State have taken a widespread and increasing interest in the subject. It has been made a matter of general press comment, and more than one political party have considered it in their platforms. The filing of the complaint before the Commission removes every matter of dispute between itself and the Traffic Association, and places the Commission in a position to act in harmony with the Traffic Association and with the public demand.

The Commission has already entered upon an investigation of the subject, and intends to make the inquiry a most complete and searching one. It will probably be required to employ experts and stenographers, and issue subpoenas and other process for the attendance of witnesses and the production of records and other evidence, and to hold protracted sessions in various parts of the State. The commission will endeavor to conduct this investigation as economically as possible or consistent with its importance to the people of the State. If, however, the inquiry is resisted, or hampered, or delayed by the transportation companies, the total expense may reach the sum of \$20,000.

There is no fund provided by the Constitution or statutes of the State for the expenses of the Commission in a proceeding of this magnitude, and the Commission must look to the Legislature for the aid in order to properly carry on its inquiry.

There seems to be a defect in the laws of the State upon this point, for while the Constitution and the statutes authorize the Railroad Commission to conduct an investigation of this character, and in fact make it the duty of the Commission to do so, there is nowhere any provision for the expenses thereof.

This defect should be done away with by the next Legislature, by the passage of such a law as should equip the Commission with the necessary funds to carry on investigations of this character, and thus place upon the Commission the entire responsibility for the equity of transportation charges throughout the State.

The Commission respectfully submits these matters for your official consideration, and asks that you give the subject your earnest study, and that you recommend to the State Legislature in any extra session which may be convened, or at the next regular session thereof, the passage of such laws as shall endow the State Board of Railroad Commissioners with full power, and with all the means necessary to regulate freights

and fares, and make that body immediately and entirely responsible to the people of the State for their action or inaction in the premises.

Yours very respectfully,

JAS. W. REA,

President of the Board of Railroad Commissioners.

Attest: JAS. V. KELLY,

Secretary of the Board of Railroad Commissioners.

COMMUNICATION TO THE BOARD OF EXAMINERS.

SAN FRANCISCO, CAL., July 11, 1892.

To the State Board of Examiners:

GENTLEMEN: The State Board of Railroad Commissioners respectfully present for your consideration the following facts, and ask that you take action with reference to the same at the next meeting of your Board:

A complaint has been filed before the State Board of Railroad Commissioners by one R. O. Shively, a merchant of San José, setting forth that railroad freights and fares are too high upon all the railroad lines of the State of California, and asking an investigation of transportation schedules by the Board, and a reduction of at least 10 per cent in fares and 20 per cent in freights all over the State. The Commission has entered upon this investigation. It has summoned every railroad company in the State to appear before it and answer the Shively complaint. Upon such appearance the Commission proposes to take up the investigation at once, and to make the same as thorough and complete as the conditions of the case require. In so doing, the Commission is acting in harmony with a general and emphatic demand on the part of the people of the State for such an inquiry.

If the efforts of the Commission to make such an investigation are resisted and impeded by the railroad companies of the State, the proceeding will be an expensive one. The Commission will require an expert of sufficient experience in railroad book-keeping and affairs to enable it to have all the necessary facts before it as the inquiry goes on. The Commission has already taken steps to procure such an expert. Col. R. H. Morgan, of Illinois, comes highly recommended to the Commission, and offers his services as an expert.

If this investigation is seriously and strongly resisted by the railroad corporations, the fees and charges of Colonel Morgan may reach the sum of \$10,000. In addition to an expert, the Commission will require stenographers, and will also be put to considerable expense by reason of its protracted sessions in various parts of the State. These expenses may also amount to as much as \$10,000.

The Commission intends to make this investigation as speedy as possible, in justice to its importance, and to be as economical in its outlays as is possible; but it believes that it should be equipped with sufficient funds to answer fully in its action the public demand for a thorough investigation of railroad freights and fares.

The laws of the State have as yet made no provision for the expense which an investigation of this character will entail, and the Railroad Commission, until such laws are enacted, must rely upon the approval of the Board of Examiners, and the favor of the State Legislature.

Will your honorable body consider this matter at its next session, and indicate to the State Board of Railroad Commissioners what action you will take with reference to the approval of the bills for the expenses of the Commission created by this investigation?

Yours very respectfully,

JAS. W. REA,

President of the Board of Railroad Commissioners

Attest: JAS. V. KELLY,

Secretary of the Board of Railroad Commissioners.

RATES ON FRUIT BETWEEN SAN FRANCISCO AND SACRAMENTO.

OFFICE OF GENERAL FREIGHT AGENT (PACIFIC SYSTEM),
SAN FRANCISCO, June 20, 1892.

Mr. WM. BECKMAN, Railroad Commissioner, Sacramento, Cal.:

DEAR SIR: Referring to your favor 13th instant, relative to rates on fruit between San Francisco and Sacramento and way landings, I beg to hand you herewith copy current tariff which sets forth these rates, as marked in red ink. The rate on fruit from way landings has no direct relation with the rate from Sacramento. When we bring fruit from Sacramento to San Francisco it is loaded on our boat at the wharf, where the boat is tied up for a given number of hours; it is unloaded at San Francisco, where the boat

is in like manner tied up for several hours, and the conditions of loading and unloading are most favorable. Whatever fruit we take on at Sacramento is a through load; it requires no further handling on our part, and no deviation by the vessel from its direct course to destination. If we could fill our boat at Sacramento and run directly to San Francisco without stopping in transit, the business could be done remuneratively at present rates from Sacramento; and we do not think the fact that we have to deviate from our direct course at various way landings should be a tax upon the fruit from Sacramento. The situation at way landings is entirely different. Every time we make a landing at way points, the boat has to depart from her course to make the landing, and stop long enough to take on the load—this whether there be ten boxes of fruit or one hundred. If we were to charge from these way landings but 10 cents per one hundred pounds, it is easy to figure that we could not afford to stop unless a large quantity were assured us, for we have to carry a crew to do the handling, which our own men on the wharves can do at Sacramento or San Francisco; and when the detention to the boat, the wages of the crew, and the expense of these stoppages and deviations to way landings is borne in mind, the propriety of a proportionally heavy charge above the Sacramento rate is manifest. This heavier increased expense, by reason of numerous stoppages, cannot reasonably be borne by the Sacramento fruit, because, as already stated, it would be a tax on the Sacramento shipments to pay for an expense which is incurred by the shipments from way landings, and it is the way landings, therefore, that should pay this expense.

In addition to this is the further factor that Sacramento is a fruit market, both on account of its being the depot for fruits to the East, and its being a concentration point for outlying districts. It not infrequently happens that fruit is brought to Sacramento and subsequently reshipped from Sacramento to San Francisco; any rate, therefore, that will enable shipments to be readily made between San Francisco and Sacramento, that is, between two fruit markets, is a benefit to the producer, the dealer, and the consumer, as it offers facilities for transportation of fruits between markets, thus rendering possible the salvation of the fruit at critical times.

I may add, for your information, that these rates have been in force for years, and have given good satisfaction; if lower rates were charged it would not be profitable for us to engage in the business of transporting from way points, because the cost of doing the work would be altogether out of proportion to the revenue we would derive from it.

Trusting the foregoing explanatory remarks are what you desire, I beg to remain,

Yours very truly,

C. F. SMURR.

A. S. LORBER ET AL. vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

TRUCKEE, CAL., May 11, 1892.

To the honorable Board of Railroad Commissioners of the State of California:

GENTLEMEN: We, the undersigned passengers having purchased first-class tickets, were taken out of a first-class coach at Reno and obliged to ride in a smoker. The car was very filthy, and we protested, but the conductor would give no relief. We therefore ask that passengers be not compelled to pay extra rate to ride in a Pullman, but that the Southern Pacific Company be obliged to put on a first-class coach.

Very respectfully,

A. S. LORBER,
of Alameda, Alameda County, Cal.
DR. C. A. CASTLE,
of Girard, Branch County, Mich.
REV. H. M. HENDERSON,
of Lake View, Lake County, Or.
ALLEN B. JACOBS,
of San José, Cal.

Filed in office of the Board of Railroad Commissioners, this twelfth day of May, 1892.

JAS. V. KELLY,
Secretary.

ANSWER OF THE SOUTHERN PACIFIC COMPANY.

SAN FRANCISCO, June 21, 1892.

To the honorable Board of Railroad Commissioners of the State of California:

GENTLEMEN: Respecting the communication of Mr. A. S. Lorber, Dr. C. A. Castle, Mr. Allen B. Jacobs, and the Rev. H. M. Henderson, filed in your office on May 12, 1892, covering their views with respect to transfer of passengers from one passenger car to another at Reno, Nevada. The transfer was actually made at Truckee, and on investi-

gation we find that an ordinary day passenger car, and a passenger car with a smoking room in one end, were run on our train No. 3 as far as Truckee; that on the morning of May 11th, there being only eight passengers requiring first-class day car accommodations, the passenger coach was detached from the train and the eight passengers requested to take seats in the car as above described, having a smoking-room in one end. This car, fifty-six feet in length, is upholstered and in all respects finished up to the usual standard for passenger cars. It has seats in the larger compartment for thirty-six passengers and in the smoking compartment for twenty-two passengers. Leaving Truckee, as above stated, this car carried only eight passengers, and leaving Reno, thirty-five miles east of that point, only twelve passengers. I am sorry that our records are not in shape to enable us to give you a statement of the passengers carried in this coach on through Nevada and Utah; but it is safe to say that at no time during the journey was there more than twenty-five passengers in this car containing seats for fifty-eight.

We regret very much that the gentlemen should have felt aggrieved because of the accommodations furnished them, but even though they did not feel disposed to avail themselves of the first-class Pullman cars in the same train, containing nine unoccupied double-seats and one vacant drawing-room, all the way through on the trip mentioned, we respectfully submit that we should not, therefore, have been required to run another complete passenger car, containing accommodations exactly similar to those afforded in the non-smoking compartment of the car in question.

Yours truly,

A. N. TOWNE.

Filed in the office of the Board of Railroad Commissioners, this twenty-third day of June, 1892.

JAS. V. KELLY,
Secretary.

GLENWOOD LUMBER CO. vs. SOUTHERN PACIFIC CO.

COMPLAINT.

To the honorable Board of Railroad Commissioners of the State of California:

Your petitioners herein respectfully show:

That they are citizens of the State of California, residing and doing business as a corporation, on the line of the South Pacific Coast Railway, with their station and shipping point at Laurel, Santa Cruz County.

That petitioners are shippers over said railway from said point to the city of San José, which city is their principal market for their products and materials.

That the freight charges on lumber from said Laurel Station are excessive and unreasonable in this: Said management and said railway charge petitioners to the city of San José the following rate, to wit: On redwood and fir lumber, \$2 50 per thousand feet. Said management and said railway haul redwood and fir lumber from Boulder Creek, in Santa Cruz County, to said city of San José at the following rate, to wit: \$3 per thousand feet.

That the distance over said railway from Laurel Station to said city of San José is 18 miles.

That the distance from Boulder Creek to San José over said railway is 35 miles.

That the expense and cost of service from said station of Laurel to said city of San José, petitioners are informed and believe to be much less and much cheaper than the expense and cost of service from Boulder Creek to said city of San José, and that said city of San José is also the chief market of Boulder Creek.

That petitioners have paid, during the year of 1892, excess in freight in the amount of \$1 per thousand feet over and above a just rate for every thousand feet they have shipped from Laurel Station to San José, and are justly entitled to a rebate of \$1 per thousand feet from the South Pacific Coast Railroad for all lumber shipped on which freight was paid at \$2 50 per thousand feet from Laurel to San José in 1892, and up to such time as excessive charges are discontinued.

That by this discrimination in favor of Boulder Creek, petitioners have been and are still compelled to place their product of lumber in the only market to which they are practicably accessible at a loss, when placed in competition with the same product shipped over said railway from Boulder Creek at a \$3 rate for 35 miles for Boulder Creek, as against a \$2 50 rate for 18 miles from Laurel Station.

That the South Pacific Coast Railway Company is obliged to employ a special engine and special service in the conveyance of lumber from Boulder Creek to Laurel Station, that being the summit or highest point of the South Pacific Coast Railway Company's road.

That timber on the line of said railway at Boulder Creek and vicinity is worth about \$2 50 per thousand feet in the tree, while petitioner's timber is valued at \$4 per thousand feet at a distance of 5 miles from the line of said railway and tributary to Laurel Station; that said valuations are not confined to any one body or holding of timber, but is a fair and general rate, as valued by the numerous owners of timber at the respective stations of Boulder Creek and Laurel.

That the haul from Laurel to San José is all down grade, and that the rate for said

haul is unjust when placed in comparison with the following, which are the ways by which lumber is brought into and out of this market by rail.

That the rate per thousand feet from San Francisco to San José on the Southern Pacific Railroad is \$1 50 per thousand feet, for a distance of 50 miles, as against \$2 50 per thousand feet for 18 miles from Laurel to San José.

That the rate per thousand feet from Alameda Point to San José is \$1 50 per thousand feet for a distance of 45 miles, as against \$2 50 per thousand feet for 18 miles from Laurel to San José.

That the rate between San José and Madrone Station is \$1 75 per thousand feet for 18 miles, all up grade, as against \$2 50 per thousand feet for 18 miles from Laurel to San José, all down grade.

That the petitioners are the only shippers of lumber from Laurel Station, and consequently are not joined by any other dealers in this petition.

Wherefore, petitioners pray that the rate upon lumber from said station of Laurel to San José be reduced \$1 per thousand feet, which reduction will equalize the rates and correct the discrimination against Laurel Station, and thereby enable petitioners to fairly and justly compete in said market of San José, and that this petition and the prayer thereof be heard and determined without unreasonable delay.

GLENWOOD LUMBER CO.
W. J. ROGERS, President.
J. B. COLLINS, Secretary.

STATE OF CALIFORNIA, }
County of Santa Clara. } ss.

W. J. Rogers, being first duly sworn, deposes and says that he is the President of the petitioner, the Glenwood Lumber Company (a corporation) herein above named; that he has read the above and foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to those things averred therein on his information and belief, and as to those things that he believes them to be true.

W. J. ROGERS.

Subscribed and sworn to before me, this seventh day of June, 1892.

[SEAL.]

NICK BOWDEN,
Notary Public.

Filed in office of the Board of Railroad Commissioners, this twenty-seventh day of June, 1892.

JAS. V. KELLY,
Secretary.

RETURN OF SERVICE OF SUMMONS.

STATE OF CALIFORNIA, }
City and County of San Francisco. }

I, R. H. Stafford, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on A. N. Towne, by delivering to him personally, in the City and County of San Francisco, State of California, a printed copy of said summons, attached to a printed copy of the complaint of the Glenwood Lumber Company vs. The Southern Pacific Company (a corporation), as attached hereto.

Dated at San Francisco, this twenty-ninth day of June, 1892.

ROBT. H. STAFFORD,
Bailiff of the Board of Railroad Commissioners of the State of California.

ANSWER OF THE SOUTHERN PACIFIC COMPANY.

Before the Board of Railroad Commissioners of the State of California.

GLENWOOD LUMBER COMPANY, Plaintiff, }
vs.
SOUTHERN PACIFIC COMPANY, Defendant. }

The above-named defendant, without in any manner waiving, but in all things expressly insisting upon, its objection herein expressly made, that the complaint of the plaintiff above named does not state facts sufficient to authorize this proceeding, for answer in its behalf to said complaint:

Denies that the freight charges on lumber specified in the complaint, or any freight charges from Laurel Station are excessive or unreasonable, in the manner or in the particulars as specified in the complaint, or in any other manner, or in any other particular.

Denies that the expense and cost of service from the station of Laurel to the city of San José are much less or much cheaper than the expense and cost of service from

Boulder Creek to said city of San José, and admits that the city of San José is the chief market for lumber from both Laurel and Boulder Creek; but as to this, defendant avers that Boulder Creek is substantially a terminus of the said railroad of this defendant, and as such furnishes a much larger supply of traffic than the station of Laurel, the proportion being as about twelve (12) to one (1) in favor of Boulder Creek.

Denies that during the year 1892, or at any time, the petitioners have paid excess in the amount of one dollar (\$1) per thousand feet, or any excess over and above a just rate for every thousand feet they have shipped from Laurel Station to San José, or are justly, or at all, entitled to a rebate of one dollar (\$1) per thousand feet, or to any rebate from the South Pacific Coast Railway, or from any railroad or person, for all or any lumber shipped on which freight was paid at two dollars and fifty cents (\$2 50) per thousand feet from Laurel to San José in 1892, or upon any freight, or for any time, and denies that any excessive charges have existed.

Defendant denies that any discrimination has been made in its freight charges or rates in favor of Boulder Creek, or against Laurel Station, or the petitioners, or that petitioners have been compelled to place their product of lumber at a loss when placed in competition with the same product shipped from Boulder Creek, or otherwise, or at all.

Defendant avers that it has no information or belief on the subject sufficient to enable it to answer the averment of the complaint, "that timber on the line of said railway at Boulder Creek, and vicinity, is worth \$2 50 per thousand feet in the tree, while petitioner's timber is valued at \$1 per thousand feet at a distance of 5 miles from the line of said railway and tributary to Laurel Station," and therefore, and upon that ground, denies the same, and, in like manner, denies that such valuation is a fair and general rate as valued by numerous owners of timbers at the respective stations of Boulder Creek and Laurel; but as to this, defendant avers that if it be true that the petitioner's timber in the vicinity of Laurel Station is of greater value than the timber in the vicinity of Boulder Creek, it is reasonable to believe, and the defendant does believe, and therefore avers, that the increased value of petitioner's timber in the vicinity of Laurel over the timber in the vicinity of Boulder Creek, is, in part, due to the fact that the rates on lumber charged by this defendant from Laurel to San José are less than the rates charged by it on lumber from Boulder Creek to San José; and if the defendant has contributed by its rates in making the timber of the petitioners in the vicinity of Laurel of greater value than the timber in the vicinity of Boulder Creek, the petitioners have no reason to complain, and it is difficult to understand why the petitioners should desire a readjustment of rates for the purpose of decreasing the value of their timber.

Defendant admits that the rate per thousand feet from San Francisco and from Alameda Point to San José is one dollar and fifty cents (\$1 50); but as to this, avers that the said rate is unreasonably low, and does not afford to the defendant a fair return for the service rendered in the transportation, and yields but little more than the actual cost of the movement of the train; and defendant has been compelled to accept this low rate for this traffic on account of competition by water between San Francisco and Alameda Point and San José, by way of Alviso, and that the transportation of lumber between these points is made under very different conditions than those attending the traffic between Laurel and Boulder Creek and San José.

As to the rate between San José and Madrone Station, defendant avers that Madrone Station is not on the line of the railroad running from Alameda Point through San José and Boulder Creek, and that the traffic is not carried under similar conditions between Boulder Creek and Laurel and San José, to those which attend the traffic between San José and Madrone Station.

And further answering, defendant avers that all its rates on lumber from Boulder Creek and Laurel to San José are unreasonably low, but are necessarily forced upon this defendant by circumstances and conditions beyond its control.

That the line of road extending from Boulder Creek through Laurel to San José and to Alameda Point is a narrow-gauge line, and between San José and Laurel and Boulder it passes through a mountainous country with long tunnels, sharp curves, and high grades, and was more than ordinarily expensive in construction, and is more than ordinarily expensive and costly in maintenance and operation.

That the principal freight traffic of the said road between those points consists of lumber and forest products, and for this reason its freight cars are necessarily hauled from San José to Laurel and Boulder Creek empty, and without return to the defendant.

That in order to serve the petitioners with freight transportation from Laurel to San José, the freight cars of the defendant are necessarily occupied in loading, unloading, and in transportation for a period of about five (5) days, and in the transportation the defendant receives only a return of thirteen dollars and seventy-five cents (\$13 75) per car, and this does not produce a full and fair compensation for the service rendered by defendant to petitioners in transportation.

Defendant further avers that if, notwithstanding the low rates of freight charged by this defendant on lumber from Laurel to San José and from Boulder Creek to San José, the rates now charged constitute a discrimination in favor of Boulder Creek and against Laurel, which this defendant denies, such discriminations could only be removed by increasing the rate from Boulder Creek, and thereby making a greater difference in the rates, but, that if this should be done, the traffic from Boulder Creek would be destroyed, and without substantial benefit to the petitioners, for if the revenue now derived from Boulder Creek should be lost to this line of the defendant's railroads, the cost of railroad

maintenance and operation would of necessity fall upon the freight carried from other stations, including the station of Laurel, and thereby necessitate a great increase of freight rates from these stations.

Wherefore, defendant asks that petitioners take nothing by their complaint, and this proceeding be dismissed.

JAMES C. MARTIN,
Attorney for Defendant.

STATE OF CALIFORNIA,
City and County of San Francisco.) ss.

C. F. Smurr, being first duly sworn, deposes and says that he is an officer, to wit: the General Freight Agent of the defendant; that he has read the foregoing answer and knows the contents thereof, and that the same is true of his own knowledge, except as to matters therein stated on his information or belief, and as to other matters that he believes them to be true.

C. F. SMURR.

Subscribed and sworn to before me, this fifteenth day of July, 1892.

[SEAL.]

E. B. RYAN,
Notary Public.

Filed in office of the Board of Railroad Commissioners, this sixteenth day of July, 1892.

JAS. V. KELLY,
Secretary.

ORDER FOR SIDE TRACK AT PASO ROBLES.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS,)
SAN FRANCISCO, July 14, 1892.)

Mr. J. C. STUBBS, Vice-President of the Southern Pacific Company, San Francisco, Cal.:

DEAR SIR: I am directed by the honorable Board of Railroad Commissioners to request the Southern Pacific Railroad Company to comply immediately with the order of this Board, duly served upon the Southern Pacific Company, and filed in this office September 28, 1891, the substance of which is that the Board requests the Southern Pacific Company to put in side track for the Farmers' Alliance Business Association of Paso Robles, upon their compliance with the rules of the company with reference to the expense of the construction.

Yours sincerely,

JAS. V. KELLY,
Secretary.

Upon motion of Commissioner Litchfield, the Secretary was instructed to notify the Attorney-General of the action taken in the matter of the Farmers' Alliance Business Association of Paso Robles, and requesting him to examine into the proceedings had, and render an opinion as to the power of the Board to direct the Southern Pacific to put in a switch, as indicated in the order of July 14, 1892.

On the 15th of August the Attorney-General filed his opinion with the Board, as follows:

OPINION OF ATTORNEY-GENERAL.

SACRAMENTO, August 15, 1892.

To the honorable Board of Railroad Commissioners, "Chronicle" Building, San Francisco, Cal.:

GENTLEMEN: Upon the questions arising between the corporations known as the "Farmers' Alliance Business Association," of Paso Robles, and the "Southern Pacific Company," and referred to me, I respectfully submit the following:

In order to properly understand the situation it is necessary to state the facts, viz.: The Southern Pacific Company is operating a railroad running from San Francisco into San Luis Obispo County, and over the station grounds at Paso Robles. At this place the company has purchased a strip of land on each side of, and along a portion of, its right of way, for depot and station purposes.

The town of Paso Robles lies in the midst of an agricultural section of considerable extent and great fertility, and is the principal point for storing, milling, and shipping the cereals raised in that vicinity. For several years the Southern Pacific Milling Company has conducted a warehouse built on the depot grounds of the Railroad Company, and, until about eighteen months ago, did the storage business of that section.

For the convenience and at the expense of the Milling Company, a side track was put in by the Railroad Company, the conditions being that the latter should have the use and control of said track for all transportation purposes.

In the year 1891 a corporation styled the "Farmers' Alliance Business Association" was organized to engage in the storage and shipping business in competition with the Milling Company, and built a warehouse, one end adjoining the right of way of the Railroad Company, and one end adjoining the depot grounds, thus lying in the "L" formed by said grounds and right of way.

Previous to the building of the Business Association's warehouse, and of which fact the members of said association had knowledge, the Southern Pacific Company had leased to the Milling Company a strip of land sixteen feet in width, lying between the warehouse of said Milling Company and the main track. This strip extended over the right of way of the Railroad Company, and included the right of way lying between the main track and the ground on which the warehouse of the Business Association is built. Along a portion of this leased ground, and running alongside the warehouse of the Milling Company, and to a point opposite the nearest corner of the Business Association's ground, the side track heretofore referred to was built; but the leased ground extended much farther.

The Business Association applied to the Railroad Company to extend the side track for the accommodation of its business; but the Railroad Company claims it cannot do this by reason of the lease of its property, and refuses so to do. The Railroad Company is willing, however, to put in a side track upon a right of way purchased by said Business Association, and outside the depot grounds. But such right of way cannot be purchased by the Business Association as a private institution, nor can it be condemned under the law of eminent domain.

This practically estops the Business Association from having access to its warehouse for conveniently loading cars, except by the erection of a movable platform covering the space between the warehouse and the railroad track, being the track used by the Milling Company, and this is objected to by the Milling Company and sustained by the Railroad Company.

Has the honorable Board of Railroad Commissioners the power to order and compel the Southern Pacific Company to build the side track for the Business Association?

I.

To answer this query compels an inquiry as to the power of the Railroad Commissioners. This is set forth in Section 22 of Article XII of the Constitution, which provides for the creation of the Commission, fixes the terms of the Commissioners, and their power; and also:

First—"Said Commissioners shall prescribe a uniform system of accounts to be kept by all such corporations and companies." The object was to give the Commissioners the power to designate a uniform system for keeping accounts so as to enable them, from an examination, to determine whether transportation charges are excessive and should be diminished.

Second—"Said Commissioners shall have the power, and it is their duty:

"(a) To establish rates of charges for the transportation of passengers and freight by railroad or other transportation companies, and publish the same from time to time, with such changes as they may make.

"(b) To examine the books, records, and papers of all railroad and other transportation companies, and for this purpose they have power to issue subpoenas and all other necessary processes.

"(c) To hear and determine complaints against railroad and other transportation companies, to send for persons and papers, to administer oaths, take testimony, and punish for contempt of their orders and processes, in the same manner and to the same extent as Courts of record, and enforce their decisions and correct abuses through the medium of the Courts."

Third—"The Legislature may confer such further powers on the Commissioners as shall be necessary to enable them to perform the duties enjoined on them in this and the foregoing (21) section."

Under the powers above enumerated there is nothing which by letter or implication authorizes the Commissioners to make an order compelling a railroad to extend a track or to build a side track or spur for the accommodation of any person or corporation. Since the adoption of the Constitution the Legislature has passed no Act conferring such jurisdiction on the Railroad Commissioners.

Under the facts above stated it is claimed the Southern Pacific Company should build the side track for the benefit of the Business Association's warehouse.

It is apparent that if this can be compelled on behalf of one proprietor, any number of other parties who would erect warehouses could demand side tracks for their use. These warehouses might be placed at locations rendering it quite inconvenient for the Railroad Company, in the operating of its road, to supply the side tracks; and if the construction of a side track for a warehouse could be compelled by its proprietor, as a matter of right, the company would have no discretion in respect to the location of the warehouses, nor as to the number of warehouses to which it could be required to make side tracks, regardless of how much or how little business the company might receive from each warehouse.

If a railroad company can be made to construct a siding to a warehouse, this could be

exacted irrespective of the business the warehouse might supply. The proprietor would be under no obligation to ship any freight on the railroad, but would be entirely free to make such disposition of grain stored therein as he should see proper; he could sell it all to a mill in the same town if he chose so to do, and the construction of the side track would not make it his duty to ship any of the grain over the railroad. I do not believe that a railroad corporation can be required to construct a side track for a warehouse proprietor when he is at liberty to omit or refuse to ship anything from the warehouse over the railroad, neither would there be any guarantee that the warehouse would be maintained for a single day after the side track should be constructed; the proprietor could, if deemed for his interest, pull down and remove the warehouse immediately upon the completion of the side track. As there is no liability whatever on the part of the proprietor of a warehouse to supply any freight therefrom to a railroad company, there cannot be a legal duty on the railroad company's part to construct a side track to such warehouse, unless such duty arises from the provisions of Section 21 of Article XII of the Constitution; but even if such duty exists it cannot be enforced by the Railroad Commissioners, but must be enforced by an action by the party complainant against the railroad company, brought in a Court of competent jurisdiction to hear and determine the matter.

II.

If a railroad company has a side track on its grounds and under its control, by the side of which a party has erected a warehouse, it is my opinion that it is the duty of the company to furnish to such party the same facilities for loading cars and shipping from that warehouse that are furnished by the company to any other warehouse upon that side track; and that to deny such equal facilities would be in violation of Section 21 of Article XII of the Constitution; and that this duty on the part of the company would not be changed or diminished if it should appear that some other party had furnished the money to pay the cost of constructing the side track, so long as the company controls the side track and operates it as a part of its railroad.

III.

A railroad corporation cannot relieve itself from liability to furnish facilities for shipping from a warehouse upon the claim that it had leased to some other party a strip of land between the warehouse and the side track over which it would be necessary to pass the freight from the warehouse into the cars of the company.

Under the laws of this State, a railroad corporation is not authorized to acquire or hold land for the purpose of leasing it.

It is declared in Section 360 of the Civil Code that "no corporation shall acquire or hold any more real property than may be reasonably necessary for the transaction of its business or the construction of its works, except as otherwise specially provided."

In Section 465 of the Civil Code, Subdivisions 2, 3, and 7, it is stated for what purposes a railroad corporation can acquire and hold real estate, all of which, as thus declared, relate to the construction, maintenance, and accommodation of its railroad, and for stations, depots, and other purposes "necessary to successfully work and conduct the business of the road," but, most assuredly, not for the purpose of making leases of strips of land along the railroad track so as to constitute a barrier and obstruction against those who desire to supply the company with business and to deliver freight upon its cars. Any such leasing would be an attempted use of the land for a purpose for which the railroad company is not authorized by the laws of this State to acquire and hold land, and when the effect of the lease would be to discriminate against any party with respect to facilities for transportation, it would most clearly be illegal and invalid.

IV.

Section 21 of Article XII of the Constitution provides that "no discrimination in charges or facilities for transportation shall be made by any railroad or other transportation company between places or persons, or in facilities for transportation of the same classes of freight or passengers within the State, or coming from or going to any other State."

It is contended that so much of Section 21 quoted is authority for giving to the Farmers' Alliance Business Association the side track it requires. But if such is the fact, it is a matter over which the Railroad Commissioners have no control, and it can only be enforced by a proceeding in Court brought for that purpose.

When, however, the discrimination in charges or facilities is of such a nature that it comes within the powers delegated to the Railroad Commissioners by Section 22, Article XII, they can act, and have sufficient power to carry into effect their orders and decisions in the premises.

Yours respectfully,

WM. H. H. HART,
Attorney-General.

Filed in office of the Board of Railroad Commissioners, this fifteenth day of August, 1892.

JAS. V. KELLY,
Secretary.

W. C. HAMILTON vs. SOUTHERN PACIFIC COMPANY.

COMPLAINT.

SAN JOSÉ, July 28, 1892.

JAS. V. KELLY, *Secretary of Board of Railroad Commissioners, "Chronicle" Building, San Francisco, Cal.:*

DEAR SIR: I write with a hope that there may be a possibility of a reduction of the freight on my fruit grader. The present rates are so enormous that it shuts me in from all territory except in the immediate vicinity of San José. My grader was patented in 1890. Since then I have done considerable business in the States, and in many parts of our own State, but since the latter part of 1891 my sales have been almost entirely shut off from all parts of the country except in my own county. I have just shipped one to Tulare to-day, and the railroad authorities made the remark that "We would think it was a fruit grader by the time the freight had been paid." Let me give you one example of the raise of freight on my machine: In 1890 I shipped a small machine to Sacramento for \$5, and the large one for \$6 75. In the latter part of 1891 rates were raised on fruit graders, and I was charged \$19 85 to send my small machine to Sacramento, and the large one in the same proportion.

From this I think you will see that there is very little encouragement for home production.

Last year I lost the sale of machines in Chicago because of the enormous rates. Hoping you will give this your careful consideration at your earliest opportunity, as this is my harvest time, if I am to have any.

Very respectfully,

W. C. HAMILTON.

P. S.—The small machine I mentioned weighs about 500 pounds, and the large one about 725 pounds.

W. C. H.

Filed in office of the Board of Railroad Commissioners, this thirtieth day of July, 1892.

JAS. V. KELLY,
Secretary.

ANSWER OF THE SOUTHERN PACIFIC COMPANY.

SAN FRANCISCO, August 22, 1892.

Mr. JAS. V. KELLY, *Secretary of the State Board of Railroad Commissioners, "Chronicle" Building, City:*

DEAR SIR: Referring to your letter of August 1st, addressed to Vice-President Stubbs, transmitting a copy of a letter addressed to the Board by Mr. W. C. Hamilton, of San José, I beg leave to say:

We have had an interview with Mr. Hamilton on the subject of rates for transporting his fruit graders, and it has been found that he can readily detach from his graders the projecting parts on top, also the cog-wheel and handle at the side, and will also protect the top of his graders with inch lumber, so that other freight can be loaded on them without injury.

We have arranged classification as follows:

Fruit graders, set up, not boxed, 10 pounds per cubic foot.....	Maximum.
Fruit graders, set up, boxed, 10 pounds per cubic foot.....	First class.
Fruit graders, set up, projecting parts detached, breakable parts protected by stout boards, 10 pounds per cubic foot.....	First class.
Fruit graders, completely knocked down and boxed, actual weight.....	First class.

This classification is agreeable to Mr. Hamilton, who says he will take pleasure in writing you that his complaint is withdrawn, the rates being adjusted to his satisfaction.

Yours truly,

R. GRAY.

Filed in office of the Board of Railroad Commissioners, this twenty-third day of August, 1892.

JAS. V. KELLY,
Secretary.

SAN JOSÉ, CAL., August 20, 1892.

J. W. REA, *Esq., Chairman Board of Railroad Commissioners:*

DEAR SIR: I desire herewith to notify your honorable Board of the satisfactory adjustment of the freight tariff on my patent fruit graders, by the Southern Pacific Company, and of which I wrote you a few weeks ago.

Assistant General Freight Agent Sproule, after an interview, in which he was painstaking and considerate, stated the policy of the company to be to develop State industries, and agreed that all shipments would be billed at rates which are satisfactory

to the writer. I beg to express my thanks to your Board for their prompt attention my communication.

Respectfully yours,

W. C. HAMILTON.

Filed in office of the Board of Railroad Commissioners, this twenty-third day of August, 1892.

JAS. V. KELLY,
Secretary.

CLASSIFICATION OF OPERATING EXPENSES.

OFFICE OF THE SECRETARY AND CONTROLLER, }
SAN FRANCISCO, CAL., February 27, 1892. }

Subject: *Classification of Operating Expenses.*

C. F. SMURR, Esq., *General Freight Agent, Building:*

DEAR SIR: I return herewith letter from Mr. James V. Kelly, Secretary of the Board of Railroad Commissioners of California, dated February 24th, inclosing Circular No. 2 of the Committee on Uniformity of Railroad Accounts, and asking suggestions upon the subject.

My views on the matter are contained in a letter which I wrote to the same committee, dated February 24, 1891—a year ago—and in an address read before the American Association of Railway Accounting Officers, at Niagara Falls, in July, 1889.

I inclose you herewith copy of both the letter and address for such use as you may desire to make of them in replying to Mr. Kelly.

Yours very truly,

G. L. LANSING,
Secretary and Controller.

OFFICE OF THE SECRETARY AND CONTROLLER, }
SAN FRANCISCO, CAL., February 24, 1891. }

Subject: *Classification of Operating Expenses.*

Hon. WILLIAM O. SEYMOUR, Hon. ISAAC N. PHILLIPS, Hon. ISAAC A. BROWN, *Committee on Railway Accounts of Convention of Railroad Commissioners, Washington, D. C.:*

SIRS: I submit herewith some comments on the above subject, following the request contained in your circular of February 2d, instant:

The titles and definitions of the accounts as at present prescribed have been in use for several years by the Interstate Commission and many of the State Commissions, and have been adopted by a number of railroad companies for their own accounts and reports. The chief value of these is in the comparison of the current year with the past. Any material change in the definitions or titles of accounts would destroy so much of their value as has been established by use and time. While the changes in definitions and titles proposed would be preferable, if no rules had heretofore been in use, they are not, in my judgment, of as great importance as it is to maintain the standard already established.

To the four questions specially proposed for discussion by your circular, I would submit the following:

1. *Taxes.*

Taxes are not properly an item of operating expenses, as they are a charge to the property, whether it is operated and maintained or not; nor are they directly affected in amount by the skill, economy, or other character of the operation of the property by its managers. A property which is operated with skill and economy will, other things being equal, increase in value, which tends to increase the taxes assessed to it; the result shown thus being the opposite of the true items of operating expenses, which are, under the same circumstances, decreased in amount. Taxes are not included under the title of operating expenses by the much greater number of American railroads, and they have been so included in the forms heretofore prescribed by the Interstate Commerce Commission, which have been adopted by the States and followed by many railroad companies. For these reasons I think that taxes should not be included in operating expenses.

2. *Division of expenses between passenger and freight traffic.*

It must be admitted by every one who candidly canvasses this subject, that it is impossible to divide the expenses of operating and maintaining a railroad so as to show separately the cost due to passenger and to freight traffic. It is possible—though not probable—that these separate expenses can be shown with approximate correctness, but from the nature of the case there can be no criterion of the nearness of such possible

approximation. The amount of error, therefore, being unknown, any such exhibit can be of no practical value.

Statistics to be of value must furnish unquestionable facts. They form the basis of reasoning, but not the process. A system which prescribes a rule for the deduction of facts, which at the commencement are admitted to be unknowable, may claim recognition as a system of philosophy, but not of statistics.

I think the abolition of this attempted division would be a great step toward establishing a uniform system of accounts for American railroads. It would remove from the system of accounts, as at present prescribed, its only serious source of weakness.

3. "Whether the expense of moving express and mail shall be taken into account in order to declare the cost per passenger per mile?"

This question, propounded by the committee, illustrates the error of the present rule prescribed for devising the expenses between passenger and freight traffic. The expense of moving express and mail certainly is not an expense of moving passengers, and has nothing to do with the cost per passenger per mile.

4. "Whether it is wise to transfer many items mentioned from general expenses to conducting transportation."

The proper grouping of certain of these items will probably always be a matter of personal opinion. As the present grouping has been several years in use, and has been adopted by many companies in their accounts, my personal opinion is that it had better remain unchanged.

Very respectfully yours,

G. L. LANSING,
Secretary and Controller,

INTERSTATE COMMERCE COMMISSION, OFFICE OF THE SECRETARY,
WASHINGTON, June 22, 1892.

Hon. JAMES W. REA, *President California Railroad Commission, San Francisco, Cal.:*

DEAR SIR: At the last Annual Convention of Railroad Commissioners a resolution was passed directing the Secretary of the Committee on Safety Appliances to send to each State Railroad Commission copies of the four bills presented by the members comprising the committee of last year, with a request that their preference among the four bills be reported at as early a date as possible, and that the bill which shall have the majority of expressions in its favor shall be the bill to be pushed by the committee of this year. As will appear on page 180 of the inclosed report, the vote is to be taken by States, and not by individual or personal preference of the Commissioners.

It is therefore desired that the vote be that of the Commission as a whole. The bills referred to will be found on pages 159 to 169, inclusive, of the report of the Convention.

An early expression of your preference among the bills mentioned is very earnestly requested.

Very respectfully yours,

EDWARD A. MOSELEY,
Secretary of the Committee.

Filed in office of the Board of Railroad Commissioners, this twenty-ninth day of June, 1892.

JAS. V. KELLY,
Secretary.

TARIFF RATES NOW IN FORCE OVER THE NEVADA COUNTY NARROW GAUGE RAILROAD.

GRASS VALLEY, CAL., July 5, 1892.

To the honorable the Board of Railroad Commissioners of the State of California:

GENTLEMEN: To your order of the 27th ult., I have the honor to submit to your account through freight tariff No. 10, also ticket express baggage rates, and respectfully call your attention to Sections 3, 4, 5, and 6 of an Act (Senate Bill No. 276) passed at the twentieth session of the California Legislature, and approved March 20, 1874, as follows, viz.:

"SEC. 3. It shall be lawful for the parties aforesaid, and their assigns, to charge and receive any sum not exceeding ten cents per mile for each passenger, and twenty cents per ton per mile of freight transported on said road; *provided*, that upon freight transported on said road for any distance not exceeding seven miles, twenty-five per cent may be added to the above rates.

"SEC. 4. On all articles—dry goods, furniture, machinery, agricultural implements hardware, leather, liquors, oils, paper, wood, brooms, corn—of which two thousand pounds shall measure fifty cubic feet and less than sixty cubic feet, there may be added to the rates allowed by section three of this Act, twenty-five per cent thereof; on all arti-

cles, two thousand pounds of which shall measure sixty cubic feet and less than seventy cubic feet, there may be added to such rates fifty per cent thereof; on all articles, two thousand pounds of which shall measure seventy cubic feet and less than eighty cubic feet, there may be added to such rates seventy-five per cent thereof; and on articles, two thousand pounds of which shall measure eighty cubic feet, there may be added to such rates one hundred per cent thereof; *provided*, the provisions of this section shall not apply to lumber, wood bolts, fence posts, shingles, shakes, fire wood, and hay in bales.

"Sec. 5. On all single packages weighing two thousand pounds and less than three thousand pounds, there may be added the rates allowed in section three of this Act twenty-five per cent thereof; and on all single packages weighing three thousand pounds and less than four thousand pounds, there may be added to such rates fifty per cent thereof; on all single packages weighing four thousand pounds and less than five thousand pounds, there may be added to such rates seventy-five per cent thereof; and on all single packages weighing five thousand pounds and upward, there may be added to such rates one hundred per cent thereof.

"Sec. 6. On all gunpowder, camphene, acids, or any explosive material of a like nature, also on glass and glassware, there may be added to the rates provided in section three of this Act one hundred per cent thereof."

In addition to the above tariffs, would give the following as our local wood and lumber tariff: Wood, not to exceed five and one half cords to the car, eight miles or less, \$5 20 per car, and each additional mile, 30 cents per car.

I have the honor to remain, your obedient servant,

JOHN F. KIDDER,
President and Manager.

Filed in office of Board of Railroad Commissioners, this seventh day of July, 1892.

JAS. V. KELLY,
Secretary.

CIRCULAR OF THE SOUTHERN CALIFORNIA RAILWAY COMPANY.

CIRCULAR NO. 106.

LOS ANGELES, May 16, 1892.

To All Concerned: In effect this date. The name of "Baldwin Station," on Redondo Beach Branch, is changed to "Central Avenue Station." Mr. L. Parmenter having been appointed agent, prepayment of charges on shipments of freight need not be exacted, except as demanded by the classification and rules.

New stations have been established as follows:

South Tustin, two miles south of Santa Ana, without agent; charges on freight shipments must be prepaid. South-bound business will be waybilled by agent at El Toro, using Santa Ana rates applying to San Diego as maximum rates. North-bound business will be waybilled by agent at Santa Ana, using Irvine rates to Los Angeles as maximum rates to Los Angeles and intermediate points. The rates applying between San Diego and all stations will be maximum rates to apply on other business.

Molino, on Highland Branch, without agent. Charges on freight shipments must be prepaid. Agent at Highland will make billing for shipments originating at Molino, using the Highland rate as maximum rate. The published tariff and special rates applying to Highland will be maximum rates, to be charged to Molino from all stations.

S. E. HYNES,
General Freight Agent.

Filed in office of the Board of Railroad Commissioners, this sixth day of June, 1892.

JAS. V. KELLY,
Secretary.

TRANSPORTATION.

COMMUNICATION FROM L. T. HATFIELD, OF THE SACRAMENTO BOARD OF TRADE.

[From the Sacramento "Record-Union."]

The question of transportation is one of no little concern to the people of this State. What the Board of Railroad Commissioners of the State of California may or should do to accomplish the greatest good to the greatest number of people throughout the entire State, is now being agitated with more than usual force; and as the people of the entire State are interested in having those things done that shall redound to the best interests of the greater portion, if not all of them, it has been a surprise that some one having large financial and commercial interests at stake has not taken up the question in a common-sense business way, and made some effort to bring about such changes as may be necessary and practicable, keeping in view the rights of all parties.

Every resident of the State is directly interested in the matter of transportation. No single occupation is so closely associated with all classes. Therefore, that plan or mode of operating and governing lines or systems of transportation which will afford opportunity for profit to the owners and users of the lines respectively, is the plan or mode that should be adopted; and no fair-minded person will ask or expect anything more.

Congress, by the interstate commerce law, and several States, by local laws, have sought to solve the transportation problem by "long and short haul" provisions, and by "distance tariffs," which were considered the correct solution. In theory they do sound well, but how about the man who pays for the longest haul of the same article? The fact is, the "long and short haul" provisions and the "distance tariffs" only emphasize the difficulties.

One of the fundamental principles of this nation is that all people shall be entitled to the same terms of taxation; and any substantial deviation from that rule would arouse opposition on all sides. If the farmer in Siskiyou were compelled to pay a tax of \$1 on each \$100 of value, while the farmer in Santa Clara paid but 50 cents, how long would he submit; and who would say he should submit? Is this not the situation with reference to mileage rates? Would not the first thing asked for, if the Government controlled the lines, be that all products should reach the same market at the same price? Even then the shippers most contiguous to large markets would have the advantage of time in getting to and from market; and is not that the only advantage he is entitled to?

The principal reason for the construction and operation of railways as against rivers and other waterways, is the fact that natural ways for transportation are arbitrary. Trade centers were geographically, not commercially, located; sections of the country calculated to maintain a

large commerce were, by reason of location, unable to develop it. Railways have enabled commerce to be conducted wherever there was material, regardless of geography or topography. A few years since, the only Custom Houses and ports of entry for foreign commerce were on tide waters; now, Denver, Omaha, Kansas City, St. Paul, Minneapolis, Chicago, Cincinnati, Nashville, Atlanta, and many other cities more than one thousand miles from ocean communication are ports of entry; and it is simply a matter of enterprise to have the same privileges a thousand miles inland as at the spot most favored by nature in water communication.

Was this state of affairs brought about by applying the long and short haul or distance tariff rules? Not at all. It was brought about by the application of the law of supply and demand. Take the seaboard, for instance; one place is naturally as good as another, the only difference being in point of business energy and capacity, with territory available for population. When one of two or more places similarly situated, by enterprise in railway or other artificial traffic attracted trade and was thereby enabled to deal on a larger scale than the others, it inevitably brought other facilities there by natural laws of trade, and there was no difficulty in getting ships to take freight at a rate that would cover only half the expense and profit of a round trip, as there was a reasonable certainty of a return cargo, and thus one advantage added another; while to the equally good harbor without development of commerce it was necessary to charge enough to cover a round trip, or such portion of it as would carry the ship to a commercial port of such character as would insure a return cargo. What is the result? The merchants in the undeveloped port find themselves unable to compete with their brethren, and in casting about for some reason they learn that goods are laid down in the other city at much less than to them, and they almost invariably attribute it to discrimination by carrier, when in fact the carrier is simply asking the same for his services there as he gets at the other place, the whole trip considered. But the average man, hopeful of his surroundings, will insist that the carrier must help develop his property, and claims that if the carrier will contribute, others will come to them. They refuse to help themselves and blame others for not helping them, and among no class of people is that idea so deeply seated as in those who originally located along natural waterways. They commend themselves for having had the foresight to settle there when that was the only means of transportation, and they will not forgive men who were not of the same mind and disposition.

All the people cannot live in commercial or manufacturing centers, and of necessity some must live farther away than others. That is the basis of the problem. The buyer of farm produce does not pay the remote producer any more for his grain than he pays his nearest neighbor, but the remote producer must expend time and money for transportation to get the same price as the man at the suburbs, even if the matter of transportation be properly understood and adjusted.

If population were evenly distributed throughout the country, and if all lands were equally desirable and were to be divided for the first time, possibly a scale of prices might be fixed so that those who received the land nearest commercial and trade centers should pay correspondingly higher prices for their land, there would be an apparent adjustment; but it would be temporary and fictitious, for the reason that the differ-

ence in localities and people makes it impossible to arbitrarily maintain the center of trade regardless of the changes and increase of population. As a matter of fact, in many instances those who originally acquired the lands then adjacent to natural locations are remote from what are now trade centers, and they paid more for the same kind of land than was paid for land now adjacent to or occupied by prosperous cities, created by enterprise.

The logic of events is irresistible, and will eventually impress itself upon those who seriously consider all the circumstances. The difficulty is in getting people to look at the situation fairly.

Originally, by reason of her waterways, San Francisco was the commercial center of the State, while at the same time the center of population and material development was far inland. The impetus given San Francisco by her favored location, with respect to transportation, placed her in the lead in volume of trade, and in point of individual size that lead has continued. But the fact that her home market was found upon one side only, the other side covering the ocean, made her important only to the extent of her products by manufacturing and the business of commission and forwarding. Her geographical position is such that her ocean trade is in competition with the whole world. Her merchandising is of a character that does not offer special inducements for the producer to go there. Her manufactures are nominal. The construction of artificial highways has produced a number of points in the State at which produce and manufactured articles meet more conveniently and profitably than at the larger city.

The remoteness of San Francisco from the manufacturing centers of the United States makes it a long haul to get there. Her remoteness from the producing area of the State, and the fact that the shipper of anything but grain must go out of his way to get to the best markets of the country, in order to patronize San Francisco even to the extent of having his forwarding business done, makes it practically impossible to do business with that city on as favorable terms as many other points in the State. The result is that the jobbing trade of San Francisco has suffered, to the advantage of interior cities and the State at large. But from a line of reason peculiar to people working at a disadvantage, many of the merchants of that city have conceived the idea that there is something the matter with somebody else, and they assume that, as their business has fallen off, it must be that something is being willfully done to injure them.

Among the first things to which they have given attention is the original one of transportation. As money paid for transportation is usually considered an expense, and as expense affects profits, they reason that it must be in that item; and to the end that it might be thoroughly and intelligently investigated, a traffic association was formed, and a manager, learned in the operation of transportation lines, was placed at its head. It seemed to be assumed that rates of transportation were the cause of all stagnation. It was also assumed that San Francisco was of necessity the trade and manufacturing center of the Pacific Coast; in fact, the primary position was that San Francisco was the initial and terminal point for the trade of the State. The points of production and consumption were immaterial.

With this for a basis, the Board of Railroad Commissioners of the State of California was requested to revise the transportation tariffs of

the State, not that there was any specific objection in matter of discrimination, but because the jobbing trade of that city was languishing.

The Constitution of the State empowers the Board of Railroad Commissioners to examine the books of any and all persons engaged in the transportation of persons or freight, and to fix the rates to be charged. Not the rates to and from San Francisco, but for the entire State. They have done so, and the lists are public. If there are any inequalities or improper classification, they are determinable, and susceptible of illustration by any one interested.

So long as all persons engaged in trade under the same conditions are charged the same rates, there is no just ground for complaint, for no one can complain of another for simply charging a high price for labor or material. That is one of the fundamental principles of trade—get all you can for what you have. If the price is too high, you do not take it; if the high prices are caused by greed, and results in an undue profit, competition is sure to be induced; and whenever large profits are made, competition will inevitably result. It is only when one or more persons or localities are favored over their competitors similarly situated that injury is suffered. It is no ground for complaint that one point cannot have lower rates than another for the same service, simply because it will enable one locality to transact as much or more business than the other.

There are doubtless instances where the rates do not properly reflect the true situation; in such cases the Board of Commissioners have ample power to act if the carrier will not. But it is reason and common sense to believe that any carrier will try to make rates and accommodations calculated to carry everything possible which can be carried at a profit.

Having access to the books of the transportation companies, the Commissioners can and should consider the cost of construction and maintenance of all lines in fixing the tariff, as also the character and location of the subject of transportation; and that has doubtless been done; in fact, there could not be any other way. If the citizens of Yuba and Sutter, Kern and Tulare, and all other counties remote from San Francisco, had thought for a moment that the creation of a Board of Railroad Commissioners meant the arbitrary decision that San Francisco, or any other one place, was then and ever should be the sole and only initial and terminal point in this State in the matter of transportation rates, there never would have been any Board, nor any authority by which the laws of trade and of nature should be set at defiance. On the other hand, the Board of Commissioners, with their powers, was created at the instance of the conservative and prudent element of the people—those who realized the danger of local influence, and the necessity for a safeguard alike to the carrier and the patron.

To that Board all may go and have a hearing the same as to the Courts; but it must be borne in mind that the Board is the center of the balance; they must stand between, not upon one side.

It is a self-evident proposition that there cannot be a transportation line or system without the expenditure of money. While the expenditure of that money is voluntary on the part of the projectors, the expenditure, or obligation to expend, is a necessary prerequisite, and by every principle of right and justice investors are entitled to a fair return on their money, which is usually invested upon the business judgment of the investors, as it is rarely the case that lines of trans-

portation are sure of profitable returns immediately upon being set in motion.

Under the laws of this and every other State in the Union there are public highways upon which any person may travel or transport people or freight without any expenditure except for vehicles, motive power, and their proper proportion of taxation. Transportation upon those highways, in the modes of conveyance usually employed, is open to every one, without terms or conditions, other than the possible exaction of a license fee and such inspection as the police power of the State may exact to insure the public against imposition and fraud by irresponsible parties. Then there are the navigable streams and waters of the State, upon which any one may transport freight or passengers, upon compliance with such regulations as may be deemed necessary for the safety of patrons and carriers, with respect to the preservation of life and property.

But to the greatest number of people throughout this nation those artificial ways, the railroads, are the most important. In order that the lines of railway may be practicable, and that they may be built wherever needed, the people in each of the States have provided for the delegation of sovereign power to all persons or corporations desiring to construct and operate railways, by enabling them to take such lands as they may really need for right of way, upon their compensating the owners of the land, either by voluntary agreement or by due process of law; such delegation of power being made upon the ground that experience has shown the practicability of railways, and the location of inhabitants has created a demand for lines of travel and transportation that no other means could meet. In return for such delegation of sovereign power, the people have reserved the right to regulate the rates of fare and freight upon the respective lines to which such power has been delegated. But regulation does not mean confiscation or loss.

The application and extent of the control over rates has created more dissatisfaction and complaint among more people than any other question that has arisen in this nation during the last twenty-five years, and it is to-day the subject of agitation throughout the Union. While ordinarily, and in the long run, the American people can be depended upon to do the fair thing by all parties in any controversy, yet when the people as a class are ranged upon one side, and a creation of their own upon which they are largely dependent for life and profit is ranged upon the other side, the situation calls for a condition of mind and heart of a very high order if the destruction of the creature and consequent injustice be avoided. The best minds of the nation have long sought for some solution profitable to all; but the inexorable law of supply and demand, the selfishness of human nature, and the logic of events have thus far been irreconcilable.

It costs as much for the ties, iron, and spikes on one mile of railroad as another; the only differences in cost is in roadway and bridges. But the shipper will not and should not be required to pay a penny more to have his freight hauled over a railroad that cost \$75,000 per mile than he would have to pay to have it hauled over one that cost \$15,000 per mile, provided both roads have the same or equal terminals. Yet it is a fact that the topography of this country is such that producers in one part of it must ship over a road that cost five times as much as the other to get produce to market in competition with producers in the vicinity

of the market hauled over a road that cost the minimum price, and that state of affairs must be fairly considered. The owner of the railway costing \$75,000 per mile must pay as much for locomotives, cars, and operatives as the owner of the road costing the minimum, and in some respects must pay more. He must pay as high a rate of interest as the other, and get no more for hauling the same material. The price of produce and manufactured articles is fixed by the law of supply and demand; no legislative enactments fix terms or prices. No man charges the farmer with asking less for his produce in San Francisco than in Stockton or Sacramento. Why is this left open? Why regulate transportation charges? Why not fix the price of produce? That would not be submitted to; then what is the solution of it all? There must be some leveling done.

The law is well settled that transportation companies must provide the means of conveyance at regular intervals, and of such capacity as will accommodate all without delay. Steamers or trains of cars must traverse their entire route without regard to whether there is actually any freight or not. Often they have loads one way and none the other, yet the expense is the same. They must return each trip. If a locality is such that there are always loads both ways, undoubtedly the earnings are larger than if loaded but one way. In such instances the transportation companies should, in fact, do the work for a less rate than if loaded but one way; but the distance tariff says no—a mile is a mile, a ton is a ton. It is proverbial that the localities having the least business or produce have the most to contend with. With less to sell and less to buy, and with more cost than any one else, nothing is worse to them than the penalty of a distance tariff. But the man close to market says it is unfair to haul freight farther than his place for the same money.

To the carrier, his investment is an entirety. So many dollars builds and equips so many miles of railroad or so many boats. It takes so many dollars to constitute a profit. It is immaterial as to where it is earned. But it makes a great difference to the shipper.

Is not the solution of it all dependent upon the law of supply and demand? With artificial highways those points at which the incoming and outgoing products can meet on the most favorable terms should be placed on the same basis. Tariffs to and from those points should be established, such tariffs to be adjusted with a view to the character of the traffic. Revise the classification of freight so that a carload will embrace all material of the same nature and characteristics, and make a carload the unit. It is a self-evident proposition that some of the terminal points will use and ship more than others, and in many instances people will be required to pass one terminal to reach another that is profitable to them, and if so they will go there because it pays them.

The manager of the Traffic Association, however, claims that the Board of Railroad Commissioners should at once arrange a tariff, with San Francisco at the short end of all rates. The Board, not having the same view as he, have been made the object of personal attack and abuse. Fancy a lawyer going into a Court and writing a letter of general description of a case, handing it to the Judge, and asking that a judgment theretofore rendered shall be set aside because the finding affected his client. This is the situation with respect to the Traffic Manager. Instead of going over the situation, and if there are instances of objectionable rates by reason of classification or otherwise, calling

attention to them, and asking to have them corrected, he takes the position that the transportation companies of the State are unwilling to earn money, and that the Commissioners are aiding them in their suicidal efforts.

The trouble with the Traffic Association is its manager. In their endeavor to seek a remedy for the present stagnation in trade, it is unfortunate that they were led to employ a man whose opportunities justified a belief in his capacity, but whose record in fact shows his inability to cope with the only matters with which he has been intrusted. But his methods in this State show his impracticability. He offers vituperation for argument; accuses officers of actions, which, if established, would remove them from office in disgrace; talks of revising the organic law of the State; and for a climax, he suggests the injection of politics into business management. It is unfortunate that the members of the Board of Commissioners permitted their personal feelings to influence them to the extent of replying in kind to the manager's abuse, and it is hoped there will not be a repetition of it.

The State of California, so far as the Railroad Commission is concerned, is a sovereign body; and the miner in Siskiyou or Inyo, as well as the merchant in San Francisco, is to be considered in making rates for transportation companies; and if the Commissioners or the transportation companies make rates that are injurious, any one interested can have a hearing and obtain redress.

When the manager of the Traffic Association charges that the Commissioners are venal and were elected for that reason, he charges the people of the State with venality; and if he feels that way he should remove himself from the danger of contamination at the earliest possible moment. The man who advocates a rate of freight that will enable one locality to have its material hauled by the doors of four fifths of the people of the State to one point, from which it shall again be hauled back toward the original starting point, at a profit to the dealer therein, is a man who is not working for the benefit of the people at large.

An association of citizens in this State might, by a moderate expenditure, bring about changes in the tariff by showing in what respect, if any, there should be improvement, for while those engaged in the transportation business make it their study, experience shows that they do not always understand the true situation of the shipper, and that considerable effort is sometimes necessary to convince them; but intelligent action and specific details will accomplish the desired end.

But is the condition of trade in San Francisco the result of freight and passenger tariff?

In the first place, those who are complaining of the trade difficulties in particular localities should take a look over the State at large, and observe the enlarged area of population and the shrinkage of mineral products. Note how many millions of dollars of gold were taken out annually in former times, and note the rapidly descending scale. Recall the immense number of men formerly employed at liberal wages, and compare that with the meager list and scale of to-day. The mining business was of a character that made money plenty, and men spent money freely. This shrinkage of the mining interest, the enlarged area of population, and the increased facilities for transporting material to and from new fields without affinity for the former terminals, will explain more than all the transportation tariffs in the State. Let the

Traffic Association look into what traffic there is, what it is, and where it will naturally flow; then if there are improper conditions, specify them and ask for correction, and there is no doubt they will be corrected.

The Railroad Commissioners are not prosecutors, but judges, and when cases are made they can be forced to act if necessary; but there must be a case. If it is simply a question of exorbitant charges and no relief can be had, then competing lines of transportation are the only solution; but so long as the entire traffic coming into and going out of this State does not crowd a single-track railroad, it is an evidence that there is not enough in it to offer very flattering inducements to others. Possibly the Traffic Association Manager can show his principals how to succeed that way, but he must make good his claims in order to sell stocks and bonds. Strangers will not build lines of transportation into a State inhabited by a race of rascals, the chiefs of whom are in control of the transportation business.

I trust this letter has not been made too long, and that it will suggest to the minds of those more deeply interested some thought that may aid in accomplishing some substantial assistance to those in need of it through the medium of transportation.

SACRAMENTO, May 13, 1892.

REPORTS OF RAILROAD COMPANIES

TO THE

BOARD OF RAILROAD COMMISSIONERS,

FOR THE

YEAR ENDING DECEMBER 31, 1891.

REPORTS OF RAILROAD COMPANIES.

SOUTHERN PACIFIC COMPANY.

HISTORY.

1. Name of common carrier making this report: Southern Pacific Company.
2. Date of organization: March 17, 1884.
3. Under the laws of what Government, State, or Territory organized: Chartered by Act of State of Kentucky, Chapter 403, approved March 17, 1884; amended Chapter 601, approved March 21, 1888.

4. The Southern Pacific Company's lines are, for purposes of operation, divided into two systems, known as the Atlantic System and the Pacific System.

Atlantic System Lines.—These lines include railroads in the States of Texas and Louisiana, and steamship lines running from New Orleans to Havana, New York, and other ports.

Pacific System Lines.—The lines of the Pacific System include the railroads, together with bay and river steamers operated in connection therewith, west of El Paso, Texas, and Ogden, Utah. The lines comprising this system, which include also the Coast Division, are as follows:

- California Pacific Railroad.
- Central Pacific Railroad and branches.
- Northern Railway.
- Northern California Railway.
- Oregon and California Railroad.
- Oregonian Railroad.
- Portland and Willamette Valley Railway.
- Southern Pacific Railroad of California (Coast Division and Southern Division).
- Southern Pacific Railroad of Arizona.
- Southern Pacific Railroad of New Mexico.
- South Pacific Coast Railway (narrow gauge).

The tables in this report exhibiting simply the results of operations, *i. e.*, earnings, operating expenses, and train and traffic statistics, include only the Pacific System, as this embraces all the lines within the State of California. All other tables affecting the Southern Pacific Company, as a corporation, include the results for the operations of both Atlantic and Pacific Systems.

ORGANIZATION.

Names of Directors.	Post Office Address.
C. P. Huntington	23 Broad Street, New York.
Leland Stanford	San Francisco.
Chas. F. Crocker	San Francisco.
T. E. Stillman	23 Broad Street, New York.
Thos. H. Hubbard	23 Broad Street, New York.
A. N. Towne	San Francisco.
J. C. Stubbs	San Francisco.
E. H. Miller, Jr.	San Francisco.
S. F. Gage	San Francisco.
W. V. Huntington	San Francisco.
W. E. Brown	San Francisco.

Date of expiration of term of Directors: April 6, 1892.

Number of stockholders at date of last election: 113.

Last meeting of stockholders for election of Directors: April 8, 1891.

Post Office address of general office: Fourth and Townsend Streets, San Francisco, and 23 Broad Street, New York.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of Executive Committee.....	Leland Stanford.....	San Francisco.
President.....	C. P. Huntington.....	New York.
First Vice-President.....	Charles F. Crocker.....	San Francisco.
Second Vice-President.....	A. N. Towne.....	San Francisco.
Third Vice-President.....	J. C. Stubbs.....	San Francisco.
Secretary.....	G. L. Lansing.....	San Francisco.
Treasurer.....	Timothy Hopkins.....	San Francisco.
Assistant Treasurer.....	N. T. Smith.....	San Francisco.
Cashier.....	H. A. Cummings.....	San Francisco.
Chief Engineer.....	William Hood.....	San Francisco.
General Solicitor.....	Creed Haymond.....	San Francisco.
Auditor.....	E. C. Wright.....	San Francisco.
General Manager.....	A. N. Towne.....	San Francisco.
General Superintendent.....	J. A. Fillmore.....	San Francisco.
Assistant General Superintendent.....	R. H. Pratt.....	San Francisco.
Traffic Manager.....	Richard Gray.....	San Francisco.
Superintendent.....	E. Hawley.....	New York.
General Passenger and Ticket Agent.....	W. G. Curtis.....	San Francisco.
General Freight Agent.....	T. H. Goodman.....	San Francisco.
Superintendent of Telegraphy.....	C. F. Smurr.....	San Francisco.
Purchasing Agent.....	F. L. Vandenburg.....	San Francisco.
General Baggage Agent.....	R. Stevenson.....	San Francisco.
Manager of Lines in Oregon.....	C. L. Crabtree.....	San Francisco.
	R. Koehler.....	Portland.

MILES OF ROAD OPERATED UNDER LEASE, DECEMBER 31, 1891—*Pacific System.*

Name of Road.	Miles.	Total Miles.
CALIFORNIA PACIFIC RAILROAD—		
Vallejo Junction to Vallejo (ferry).....	2.00	
Vallejo to Sacramento.....	60.39	
Davis to Knights Landing.....	18.57	
Napa Junction to Calistoga.....	34.48	
CENTRAL PACIFIC RAILROAD—		115.44
San Francisco to Ogden.....	883.23	
Niles to San José.....	17.54	
Roseville to Oregon State line.....	296.50	
Lathrop to Goshen.....	146.08	
Oakland local lines (second track, 3.77).....	4.84	
Alameda local lines (second track, 5.20).....	12.09	
NORTHERN RAILWAY—		1,360.28
Port Costa to Suisun.....	17.33	
Woodland to Tehama.....	100.74	
Galt to Ione.....	27.20	
West Oakland to Delaware Street.....	4.15	
West Oakland to Berryman's (first track).....	5.38	
West Oakland to Berryman's (second track, 1.54).....		
West Oakland to near Martinez (first track).....	31.03	
West Oakland to Port Costa (second track, 26.74).....		
Napa Junction to Santa Rosa.....	36.70	
Willows to Fruto.....	17.10	
Sacramento to Placerville.....	59.50	
Elmira to Rumsey.....	51.05	
Woodbridge to Valley Springs (narrow gauge).....	29.50	
Woodbridge to Bracks (narrow gauge).....	10.70	
NORTHERN CALIFORNIA RAILWAY—		390.38
Marysville to Oroville.....	25.90	
Knights Landing to Marysville.....	27.70	
OREGON AND CALIFORNIA RAILROAD—		53.60
Portland to California State line.....	366.80	
Portland to Corvallis.....	96.50	
Albany Junction to Lebanon.....	11.50	
Woodburn to Coburg.....	79.80	
Coburg to Springfield.....	7.70	
Springfield to Natron.....	5.20	
		567.50

MILES OF ROAD OPERATED—Continued.

Name of Road.	Miles.	Total Miles.
OREGONIAN RAILROAD (NARROW GAUGE)—		
Dundee to Airlie.....	50.50	
Sheridan Junction to Sheridan.....	7.00	
PORTLAND AND WILLAMETTE VALLEY RAILWAY (NARROW GAUGE)—		57.50
Portland to Dundee, jointly operated, not leased.....		28.50
SOUTHERN PACIFIC RAILROAD OF CALIFORNIA— <i>Coast Division</i> —		
San Francisco to Tres Pinos.....	100.50	
Carnadero to Santa Margarita.....	153.10	
Castroville Junction to Lake Majella.....	19.52	
Pajaro to Santa Cruz.....	21.20	
Aptos to Monte Vista.....	7.44	
Hillsdale to Almaden.....	7.80	
Total Coast Division.....	309.56	
<i>Southern Division</i> —		
Alcalde to Yuma, Arizona.....	551.13	
Florence to Santa Ana.....	27.60	
Clement Junction to Santa Monica.....	16.27	
Los Angeles to San Pedro.....	24.24	
Thenard to Long Beach.....	3.80	
Studebaker to Whittier.....	5.90	
Miraflores to Tustin.....	10.80	
Near Martinez to Los Banos.....	104.61	
Berenda to Raymond.....	21.00	
Saugus to Elwood.....	91.50	
Fresno to Poso.....	104.26	
Stockton to Milton.....	30.00	
Peters to Oakdale.....	19.00	
Oakdale to Merced.....	40.60	
Ontario to Chino.....	5.70	
Avon to San Ramon.....	19.70	
Los Banos to Armona.....	88.87	
Total Southern Division.....	1,164.98	1,474.54
SOUTHERN PACIFIC RAILROAD OF ARIZONA—		
Yuma, Arizona, to New Mexico State line.....	384.74	
Reconstruction, Yuma to Gila City.....	3.36	
SOUTHERN PACIFIC RAILROAD OF NEW MEXICO—		388.10
Arizona to El Paso.....		171.06
SOUTH PACIFIC COAST RAILWAY (NARROW GAUGE)—		
San Francisco to Santa Cruz (first track).....	80.60	
San Francisco to Santa Cruz (second track, 7.17).....		
Alameda Junction to Fourteenth Street, Oakland (first track).....	1.80	
Alameda Junction to Fourteenth St., Oakland (second track, 1.79).....		
Newark to Centerville.....	3.00	
Campbells to New Almaden.....	9.60	
Felton to Boulder Creek.....	7.30	
Junction South Big Trees to Old Felton.....	1.70	
		104.00
Total Pacific System.....		4,710.90

In addition to the railroad, there are also operated steamers on Sacramento and Feather Rivers, and ferry and transfer steamers on San Francisco Bay and tributaries.

CAPITAL STOCK.

The total par value authorized of the capital stock is \$150,000,000, divided into shares of \$100 each. The total amount issued and outstanding is \$118,858,170. The manner of payment for capital stock is as follows:

	Number of Shares.	Total Cash Realized.
Issued for cash	10,000	\$1,000,000 00
Issued for stock of other companies.....	1,150,748 $\frac{9}{10}$	115,074,890 00
Totals	1,160,748 $\frac{9}{10}$	\$116,074,890 00

FUNDED DEBT.

Class of Bond or Obligation.	Authorized Issue.	Issued and Outstanding.	Cash Realized.
Steamship first mortgage bonds "A"—January 1, 1891, to January 1, 1911	\$3,000,000 00	\$1,900,000 00	\$1,900,000 00

These bonds bear 6 per cent interest, payable in January and July. The interest accrued during the year was \$114,000, of which \$57,000 has been paid.

As security for our funded debt the following equipment is mortgaged: Five steamships—"El Paso," "El Monte," "El Mar," "El Sol," and "El Dorado."

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Loans and bills payable..... \$1,484,611 16	Cash
Audited vouchers and ac- counts	2,063,271 55
Wages and salaries	2,653,888 54
Net traffic balances due to other companies.....	20,471 06
Matured interest coupons (in- cluding coupons due Jan- uary)	2,609,268 60
Net balance due proprietary and affiliated companies...	2,440,113 47
Accrued interest on unma- tured coupons and notes...	1,112,119 66
Taxes accrued—not due.....	312,427 10
Total	\$12,696,171 14
	Cash
	Bills receivable
	Due from agents
	Due from solvent companies and individuals
	Unadjusted accounts
	Due from United States Gov- ernment for transportation of mails, supplies, etc.....
	Balance floating debt.....
	Total

Amount of interest and discount paid during year upon floating debt and current liabilities, \$16,717 64 (balance).

RECAPITULATION.

Accounts.	Total.
Capital stock	\$118,858,170 00
Funded debt	1,900,000 00
Floating debt, balance of	3,801,352 04
Total	\$124,559,522 04

This company owns no railroad except through ownership of stock of railroad companies.

STOCKS OWNED.

Name.	Par Value.	Dividend.
Southern Pacific Railroad of California	\$65,114,850 00	None.
Southern Pacific Railroad of Arizona	19,992,600 00	None.
Southern Pacific Railroad of New Mexico	6,886,300 00	None.
South Pacific Coast Railway Company	5,993,000 00	None.
Northern Railway Company	12,696,700 00	None.
Northern California Railway Company	1,277,500 00	None.
Morgan's Louisiana and Texas Railroad and Steamship Company	4,994,000 00	None.
Louisiana Western Railroad Company	3,310,000 00	None.
Texas and New Orleans Railroad Company of 1874	4,997,500 00	None.
Galveston, Harrisburg, and San Antonio Railway Company	26,512,200 00	None.
New York, Texas, and Mexican Railway Company	608,000 00	None.
Mexican International Railroad Company	4,172,100 00	None.
Union Compress and Warehouse Company	16,000 00	\$2,720 00
Louisiana Sugar Exchange of New Orleans	250 00	None.
Chamber of Commerce and Industry of Louisiana	100 00	None.
New Orleans Board of Trade	100 00	None.
Miscellaneous Stocks	185,800 00	\$10,001 00
Totals	\$156,757,000 00	\$12,721 00

Cost of above stocks to company, \$118,507,096.

MISCELLANEOUS INCOME.

Items.	Gross Income.	Less Expense.	Net Miscellaneous Income.
Rental of steamships to Morgan line	\$341,000 00	\$286,900 00	\$54,100 00
Interest received on advances by Southern Pacific Company	30,014 92	-----	30,014 92
Rental from property owned	2,400 00	-----	2,400 00
Totals	\$373,414 92	\$286,900 00	\$86,514 92

BONDS OWNED.

Name.	Amount Held.	Interest.
Galveston, Harrisburg, and San Antonio Railway Com- pany, Western Division, second mortgage	\$1,110,000 00	-----
Gulf, Western Texas, and Pacific Railway Company, first mortgage	1,453,000 00	\$6,054 17
Totals	\$2,553,000 00	\$6,054 17

Cost of above bonds to company, \$1,870,570 38.

INCOME ACCOUNT.

Gross earnings from operation—Pacific System.....	\$37,010,078 16	
Atlantic System.....	13,439,737 72	
		\$50,449,815 88
Less operating expenses—Pacific System.....	\$21,808,795 22	
Atlantic System.....	9,354,816 72	
		31,163,611 94
Income from operation—Pacific System.....	\$15,201,282 94	
Atlantic System.....	4,084,921 00	
		\$19,286,203 94
Interest on bonds owned.....	\$6,054 17	
Dividends on stocks owned.....	12,721 00	
Miscellaneous income, less expenses.....	86,514 92	
Rentals received—Pacific System.....	469,838 94	
Atlantic System.....	94,354 59	
Contribution to Sinking Fund for steamship bonds.....	75,000 00	
Income from other sources.....		744,483 62
Total income.....		\$20,030,687 56
Deductions from income:		
Interest and discount on floating debt paid during year.....	\$16,717 64	
Taxes—Pacific System.....	1,036,480 87	
Atlantic System.....	225,503 38	
Income surplus from leases and interest on bonds:		
Pacific System.....	13,406,486 35	
Atlantic System.....	3,495,634 61	
Other deductions—Pacific System.....	953,056 83	
Betterments and additions payable from income—Pacific System.....	259,569 91	
Total deductions from income.....		19,393,449 59
Net income.....		\$637,237 97
Surplus, December 31, 1890.....	\$2,407,260 63	
Less additional to make guaranteed rental B. R. R. 1887-1890 account, restatement of U. S. requirement.....	70,330 92	
		2,336,929 71
Surplus December 31, 1891.....		\$2,974,167 68

DR.		GENERAL BALANCE SHEET.	CR.
Bonds of other companies owned.....	\$1,870,578 38	Capital stock.....	\$118,858,170 00
Stocks of other companies owned.....	118,507,096 00	Funded debt.....	1,900,000 00
Other permanent investments.....	2,020,346 93	Floating debt.....	3,871,682 96
Materials and supplies.....	5,205,999 33	Surplus from other business investments.....	2,974,167 68
Total.....	\$127,604,020 64	Total.....	\$127,604,020 64

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation.	\$19,286,203 94	Interest paid	\$16,717 64
Net income from other rail- road sources	564,193 53	Taxes	1,291,984 25
Net income from other prop- erties	105,290 09	Rentals	16,902,120 96
Net amount realized from stock issued	2,783,280 00	Permanent improvements (payable from income by lessee)	259,569 91
Net amount realized from bonds issued	1,900,000 00	Securities purchased	3,654,859 38
Net increase floating debt ..	251,834 66	Other properties purchased ..	1,900,000 00
Net amount decrease of other assets	52,837 67	Other expenditures	1,023,387 75
Receipts from other sources ..	75,000 00		
Total	\$25,018,639 89	Total	\$25,018,639 89

EARNINGS FROM OPERATION—*Pacific System.*

Items.	Total Receipts.	Deductions, etc.	Actual Earn- ings.
Passenger revenue	\$11,410,156 43		
Less repayments, tickets redeemed		\$18,343 11	
Excess fares refunded		10,829 02	
Other repayments		49,204 12	
Total deductions		\$78,376 25	
Total passenger revenue			\$11,331,780 18
Mail			952,231 13
Express			444,671 26
Extra baggage			129,478 84
Sleeping car			562,516 04
Total passenger earnings			\$13,420,677 45
Freight revenue	\$23,340,656 22		
Less repayments, overcharged to shippers ..		\$403,227 49	
Other repayments		406,966 92	
Total deductions		\$810,194 41	
Total freight revenue			\$22,530,461 81
Other items			600 00
Total freight earnings			\$22,531,061 81
Total passenger and freight earnings			\$35,951,739 26
Other earnings from operations:			
Car mileage—balance			\$396,151 68
Telegraph companies			103,694 37
Rentals of buildings, tracks, yards, and ter- minals			125,114 18
Locomotive mileage—balance			272,004 56
Other sources			161,374 11
Total other earnings			\$1,058,338 90
Total gross earnings from operation			\$37,010,078 16

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway	\$2,463,899 82
Renewals of rails	375,185 09
Renewals of ties	614,680 44
Repairs of bridges and culverts	563,074 28
Repairs of fences, road crossings, signs, and cattle guards	88,494 12
Repairs of buildings	288,007 70
Repairs of docks and wharves	87,908 45
Repairs of telegraph	3,084 55
Other expenses	242,315 07
.....	148,678 10
Total	\$4,875,327 62
Maintenance of equipment:	
Repairs and renewals of locomotives	\$1,109,247 93
Repairs and renewals of passenger cars	651,672 10
Repairs and renewals of freight cars	1,053,151 15
Repairs and renewals of ferry-boats, tugs, floats, and barges	140,242 48
Shop machinery, tools, etc.	32,326 81
Other expenses	263,027 24
Total	\$3,249,667 71
Conducting transportation	
Wages of enginemen, firemen, and roundhousemen	\$1,616,929 78
Fuel for locomotives	4,000,853 56
Water supply for locomotives	146,854 35
All other supplies for locomotives	82,151 39
Wages for other trainmen	1,205,372 18
All other train supplies	136,397 35
Wages of switchmen, flagmen, and watchmen	377,961 43
Expenses of telegraph, including train dispatchers and operators	406,411 58
Wages of station agents, clerks, and laborers	1,596,783 89
Station supplies	81,924 58
Switching charges—balances	10,422 80
Car mileage—balances	295,576 48
Loss and damage	200,719 92
Injuries to persons	338,161 66
Barges, floats, tugs, ferry-boats, and river steamers, expenses of, including wages, fuel, and supplies	616,168 38
Other expenses	123,868 37
Locomotive mileage—balances	242,929 07
Sleeping and parlor cars—expenses	275,529 43
Total	\$11,755,016 20
General expenses:	
Salaries of officers	340,000 01
Salaries of clerks	566,647 68
General office expenses and supplies	46,359 23
Agencies, including salaries and rent	176,709 08
Advertising	81,785 55
Commissions	22,491 89
Expense of traffic associations	20,373 98
Expense of stock yards and elevators	35 00
Rents of buildings, tracks, yards, and terminal	158,593 91
Legal expenses	329,633 22
Stationery and printing	98,490 77
Other general expenses	87,663 37
Total	\$1,928,783 69
Recapitulation of expenses:	
Maintenance of way and structures	\$4,875,327 62
Maintenance of equipment	3,249,667 71
Conducting transportation	11,755,016 20
General expenses	1,928,783 69
Grand total	\$21,808,795 22
Percentage of operating expenses to earnings	58.93

RENTALS PAID.

Items.	Interest on Bonds Guaranteed.	Cash.	Total.
Rents paid for leased roads:			
<i>Pacific System.</i>			
Southern Pacific Railroad of California.....	\$2,661,789 65	\$1,064,496 06	\$3,726,285 71
Southern Pacific Railroad of Arizona.....	600,000 00	241,930 93	841,930 93
Southern Pacific Railroad of New Mexico.....	250,800 00	145,158 54	395,958 54
South Pacific Railway.....	220,000 00		220,000 00
Northern Railway.....	547,630 00	780,960 00	1,328,590 00
Northern California Railway.....	49,562 50		49,562 50
Central Pacific Railroad.....	3,510,557 50	2,144,425 18	5,654,982 68
Oregon and California Railroad.....	835,247 77	489,147 35	346,100 42
California Pacific Railroad.....		600,000 00	600,000 00
Portland and Willamette Valley Railway.....		18,704 59	18,704 59
Union Pacific Railway.....		20,000 00	20,000 00
Galveston, Harrisburg, and San Antonio Rail- way.....		5,661 38	5,661 38
Total Pacific System.....	\$8,675,587 42	\$4,532,189 33	\$13,207,776 75
<i>Atlantic System.</i>			
Morgan's Louisiana and Texas Railroad and Steamship Co.....	\$452,088 64	\$556,441 11	\$1,008,529 75
Louisiana Western Railroad.....	134,400 00	169,351 64	303,751 64
Galveston, Harrisburg, and San Antonio Rail- way.....	1,026,260 00	440,255 93	1,466,515 93
Texas and New Orleans Railroad.....	272,940 00	116,550 96	389,490 96
Gulf, Western Texas, and Pacific Railway.....	6,054 17	86,688 47	80,634 30
New York, Texas, and Mexican Railway.....	61,930 00	25,097 35	36,832 65
Topeka Railway—Alexandria Extension.....		10,620 00	10,620 00
Buffalo, Baysee, Ship Channel Co.....	640 00		640 00
Total Atlantic System.....	\$1,954,312 81	\$1,181,433 82	\$3,135,746 63
Other rentals paid:			
<i>Pacific System.</i>			
Terminal property at San Francisco, etc.....		\$137,448 60	\$137,448 60
River steamers—Central Pacific Railroad.....		3,523 65	3,523 65
Ferry steamers—Central Pacific Railroad.....		2,760 00	2,760 00
Ferry steamers—California Pacific Railroad.....		12,000 00	12,000 00
Ferry steamers—South Pacific Coast Railway.....		5,931 00	5,931 00
Barges—Marysville Steamer Line.....		913 35	913 35
Miscellaneous.....		133 00	133 00
Terminal at Portland.....		36,000 00	36,000 00
Total Pacific System.....		\$198,709 60	\$198,709 60
<i>Atlantic System.</i>			
Five ocean steamships.....		\$341,000 00	\$341,000 00
Houston shop privileges.....		18,384 48	18,384 48
Creosote works privileges.....			
Miscellaneous.....		503 50	503 50
Total Atlantic System.....		\$359,887 98	\$359,887 98
Total Pacific System.....	\$8,675,587 42	\$4,730,898 93	\$13,406,486 35
Total Atlantic System.....	1,954,312 81	1,541,321 80	3,495,634 61
Grand total.....	\$10,629,900 23	\$6,272,220 73	\$16,902,120 96

IMPORTANT CHANGES DURING THE YEAR.

Road put in operation:

Northern California Railway:	
February 4—Knights Landing to Marysville, Cal.....	27.70 miles.
Oregon and California Railroad:	
September 1—Coburg to Springfield, Or.....	7.70 miles.
September 28—Springfield to Natron.....	5.20 miles.
Southern Pacific Railroad of California:	
February 2—Oakdale to Merced, Cal.....	40.60 miles.
February 17—Ontario to Rino.....	5.70 miles.
June 7—Avon to San Ramon.....	19.70 miles.
August 28—Los Baños to Armona.....	88.87 miles.
Southern Pacific Railroad of Arizona:	
December 14—Reconstruction, Yuma to Gila City, A. T.....	3.36 miles,
	198.83 miles.

Mortgages or stock issued: January 1, 1891, the bonds of Southern Pacific Company to the amount of \$1,900,000 were issued, payable in twenty years from date, interest 6 per cent per annum, secured by first mortgage on five steamships plying between New York and New Orleans.

Capital stock to the amount of \$2,783,280 was issued during the year, for the purpose of acquiring additional stock of proprietary lines.

Portland and Willamette Valley Railway, Oregon.—This road is operated by agreement in connection with other Pacific System roads, but the operations are entirely for account of said company, no lease being taken. Length, 28.50 miles.

Steamships.—Five steamships were purchased by the company, and are plying en route between New York and New Orleans.

CONTRACTS, AGREEMENTS, ETC.—*Pacific System.*

1. *Express Companies.*—Contracts with Wells, Fargo & Co. provide that the railroad shall transport express matter, and payment shall be made for such service at agreed rates for the matter actually transported.

2. *Mails.*—Rates are fixed by the Government. On the Central and Southern Pacific Railroads these rates are subject to the terms of the various Acts of Congress granting aid for the construction of said railroads.

3. *Sleeping, Parlor, and Dining Car Companies.*—Sleeping cars are operated by Pullman's Palace Car Company, which company owns an interest in the cars. The net profit or loss from their operation is divided in proportion to the interest owned by each company.

4. *Freight or Transportation Companies or Lines.*—
 5. *Other Railroad Companies.*—
 6. *Steamboat or Steamship Companies.*—

7. *Telegraph Companies.*—Telegraph lines are operated jointly by Western Union Telegraph Company and this company, under contracts entered into by the several leased railroads. Telegraph lines of S. P. C. Railway are operated jointly with Pacific Postal Telegraph Company.

8. *Other Contracts.*—The Central Pacific Railroad and the Oregon and California Railroad each received aid in its construction from the United States, and is subject by the Acts granting such aid to certain restrictions and conditions regarding the transportation of freight, passengers, and mails. These Acts of Congress constitute contracts between the railroads and the United States.

EMPLOYÉS AND SALARIES—*Pacific System.*

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	77	\$340,000 01	\$14 10
General office clerks.....	522	566,999 67	3 47
Station agents (including agents who are also telegraph operators).....	495	401,581 44	2 59
Other station men (including men who are also telegraph operators).....	1,548	1,194,276 58	2 44
Enginemen.....	658	889,089 60	4 32
Firemen.....	692	518,750 88	2 40
Conductors.....	353	454,420 99	4 11
Other trainmen.....	827	750,904 07	2 91
Machinists.....	390	407,160 00	3 34
Carpenters.....	729	718,566 60	3 15
Other shopmen.....	1,993	1,442,399 50	2 31
Section foremen.....	579	495,867 24	2 74
Other trackmen.....	4,510	2,267,738 88	1 61
Switchmen, flagmen, and watchmen.....	422	378,120 86	2 86
Telegraph operators and dispatchers (excluding station men, as above).....	237	241,839 60	3 26
Employés—account floating equipment.....	362	313,747 44	2 77
All other employés and laborers.....	865	972,257 64	3 59
Total.....	15,259	\$12,353,721 00	-----

The daily compensation is based on 313 days to the year.

PASSENGER, FREIGHT, AND TRAIN MILEAGE—*Pacific System.*

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	17,864,876	
Number of passengers carried one mile.....	523,682,335	
Average distance carried—miles.....	29.31	
Total passenger revenue.....		\$11,331,780 18
Amount received from each passenger.....		6 34.3
Average receipts per passenger per mile.....		02.16
Cost of carrying each passenger one mile, cannot state.....		-----
Passenger earnings per mile of road (average 4,625.17 miles).....		2,450 02
Passenger earnings per train mile.....		1 52
Freight traffic:		
Number of tons carried of freight earning revenue.....	6,883,866	
Number of tons carried one mile.....	1,365,491,567	
Average distance haul of one ton.....	19,836	
Total freight revenue.....		22,531,061 81
Amount received for each ton of freight.....		3 27.3
Average receipts per ton per mile.....		01.65
Cost of carrying one ton one mile, cannot state.....		-----
Freight earnings per mile of road (average 4,625.17 miles).....		4,871 42
Freight earnings per train mile.....		2 46
Passenger and freight:		
Passenger and freight earnings.....		284 00
Passenger and freight earnings of road (av. 4,625.17 miles).....		7,321 44
Expense per mile of road, cannot state.....		-----
Total earnings per mile of road, including mails, express, etc. (average 4,625.17 miles).....		8,001 89

PASSENGER, FREIGHT, AND TRAIN MILEAGE—Continued.

	Tonnage, Pas- sengers, etc.
Train mileage: Miles run by passenger trains.....	7,215,190
Miles run by freight trains.....	8,472,548
Miles run by mixed trains.....	939,580
Total mileage trains earning revenue.....	16,627,318
Miles run by switching trains.....	2,575,034
Miles run by construction and other trains.....	1,154,328
Total train mileage.....	20,356,680
Mileage of loaded freight cars.....	112,685,765
Mileage of empty freight cars.....	37,136,777
Average number of freight cars in train.....	16.83
Average number of loaded cars in train.....	12.28
Average number of empty cars in train.....	4.04
Average number of tons of freight in train.....	148.79
Average number of tons of freight in each loaded car.....	12.11

FREIGHT TRAFFIC MOVEMENT—(Company's material included)—*Pacific System.*

Commodities.	Tons.	Per Cent.
Products of agriculture:		
Grain.....	1,088,538	15.81
Flour.....	119,735	1.74
Other mill products.....	84,045	1.22
Hay.....	203,827	2.96
Tobacco.....	6,334	.09
Cotton.....	866	.01
Fruit and vegetables.....	322,064	4.68
Other products.....	44,412	.64
Products of animals:		
Live stock.....	225,338	3.26
Dressed meats.....	11,993	.17
Other packing-house products.....	3,960	.06
Poultry, game, and fish.....	11,343	.16
Wool.....	26,002	.38
Hides and leather.....	14,476	.21
Other products.....	8,085	.12
Products of mines:		
Coal.....	222,407	3.23
Coke.....	53,276	.77
Ores.....	66,749	.97
Stone, sand, and other like articles.....	284,432	4.13
Base metals, pig or bar.....	17,736	.26
Other products.....	72,790	1.06
Products of forest:		
Wood.....	226,538	3.29
Lumber.....	522,110	7.59
Other products.....	33,525	.49
Manufactures:		
Petroleum and other oils.....	90,919	1.32
Sugar.....	85,908	1.25
Naval stores.....	569	.01
Iron, pig and bloom.....	7,314	.11
Iron and steel rails.....	10,540	.15
Other castings and machinery.....	24,072	.35
Bar and sheet metal.....	63,431	.92
Cement, brick, and lime.....	164,040	2.38
Agricultural implements.....	11,927	.17
Wagons, carriages, tools, etc.....	29,670	.43
Wines, liquors, and beers.....	126,315	1.84
Household goods and furniture.....	17,291	.25
Other products.....	228,011	3.31
Merchandise.....	1,014,199	14.75
Miscellaneous.....	143,269	2.08
Company freight.....	1,195,810	17.38
Total tonnage.....	6,883,866	100.00

DESCRIPTION OF EQUIPMENT—*Pacific System.*

	Added During Year.	Total at End of Year.	With Train Brake.	With Automatic Coupler.
Locomotives:				
Passenger and freight	Dec., 48			
Condemned	10	660	660	
Purchased	6	39	39	
Switching				
Totals	Dec., 32	699	699	
Cars in passenger service:				
Passenger cars	63	569	569	569
Tourist cars	Dec., 51	74	74	74
Dining cars	1	4	4	4
Parlor cars	Dec., 2	3	3	3
Sleeping cars		80	80	80
Baggage, express, and postal cars	Dec., 20	182	182	182
Other cars in passenger service		10	10	10
Totals	Dec., 9	922	922	921
Cars in freight service:				
Box cars	371	8,910	8,215	
Flat cars	67	4,618	3,806	
Stock cars	23	23	17	
Coal cars	46	572	552	
Tank cars	5	87	85	
Refrigerator cars	Dec., 9	570	570	148
Totals		503	14,780	13,245
Cars in company's service:				
Gravel cars	107	107		
Derrick cars	Dec., 29	13	11	
Caboose cars	Dec., 2	244	5	2
Other road cars	Dec., 71	145	57	4
Totals		5	509	73
Total owned			16,211	14,240
Cars leased—flat	20	20		
Grand totals		519	16,231	14,240
				1,075

The Westinghouse train-brake and Miller automatic coupler are used.

MILEAGE OF ROAD OPERATED—*Pacific System.*

Line in Use.	Total Mileage— Leased.	Acquired During Year.	Iron Rails.	Steel Rails.	Ferry.
Length of single track	4,710.90	227.33	358.84	4,342.37	9.69
Length of second track	46.21	1.25	.87	45.34	
Length of yard track, sidings, and spurs	891.22	78.86	891.22		
Aggregate length	5,648.33	307.44	1,250.93	4,387.71	9.69
Mileage by States and Territories:					
California	2,894.36	182.57	234.92	2,649.75	9.69
Oregon	653.50	41.40	123.92	529.58	
Texas	3.76			3.76	
Nevada	448.73			448.73	
Utah	154.64			154.64	
Arizona	388.61	3.36		388.61	
New Mexico	167.30			167.30	
	4,710.90	227.33	358.84	4,342.37	9.69

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 15,872⁵⁴⁷/₁₀₀₀ tons. Average price of rails at distributing point, steel, \$50 per ton.

New ties laid during year, 933,537 redwood, 420,196 pine, fir, and cedar; total, 1,353,733. Average price at distributing point, 47 cents for redwood, and 29 cents for pine, fir, or cedar.

CONSUMPTION OF FUEL BY LOCOMOTIVES—*Pacific System.*

Locomotives.	Coal— Tons.	Wood— Cords.	Total Fuel Consumed— Tons.	Miles Run.	Average lbs. Consumed per Mile.
Passenger.....	168,213	37,436	186,932	7,215,190	51 ⁸ / ₁₀
Freight.....	322,381	79,284	362,023	8,472,548	85 ³ / ₁₀
Switching.....	38,790	6,081	41,831	2,575,034	32 ⁵ / ₁₀
Construction.....	19,496	11,023	25,008	1,154,328	43 ³ / ₁₀
Mixed.....	21,220	7,968	25,204	939,580	53 ⁵ / ₁₀
Totals	570,101	141,793	640,998	20,356,680	63

Average cost at distributing point, \$5 79 per ton for coal, and \$4 17 per cord for wood.

ACCIDENTS—*In California.*

Persons.	Killed.	Injured.	Total.	Kind of Accident.	Killed.	Injured.	Total.
Passengers.....	13	122	135	Collisions	3	45	48
Employés.....	18	438	456	Derailments.....	2	50	52
Other persons.....	77	155	232	Coupling cars	1	132	133
				Grade crossings.....	4	21	25
				Other causes.....	98	467	565
Totals	108	715	823	Totals	108	715	823

CHARACTERISTICS OF ROAD—*Pacific System.*

Working Divisions or Branches.	Length—Miles	Alignment.			Profile.						Ferry
		Number of Curves.	Aggregate Length of Curved Lines—Miles	Length of Straight Track—Miles....	Length of Level Track—Miles....	Number of Ascending Grades.	Sum of Ascents—Feet	Aggregate Length of Ascending Grades—Miles...	Number of Descending Grades.	Sum of Descents—Feet		Aggregate Length of Descending Grades—Miles...
Southern Pacific Railroad of California.....	1,474.54	1,502	294.24	1,180.30	269.33	877	19,123.99	673.20	711	15,745.30	532.01
Southern Pacific Railroad of Arizona.....	388.10	670	60.98	327.12	48.45	105	6,788.64	243.91	68	2,755.19	95.14
Southern Pacific Railroad of New Mexico.....	171.06	93	18.34	152.72	46.77	59	1,326.41	49.77	101	1,713.72	74.52
Northern Railway.....	390.38	520	86.99	302.39	79.10	374	6,205.70	220.70	238	2,019.50	89.58
South Pacific Coast Railway.....	104.00	284	26.42	74.58	35.77	44	1,271.50	39.97	34	972.10	25.26
Northern California Railway.....	53.60	96	9.06	44.54	18.48	146	339.07	26.82	71	179.92	8.30
Central Pacific Railroad.....	1,349.64	1,878	401.11	944.84	223.07	1,597	21,019.63	687.70	1,053	13,736.54	435.18
Central Pacific Railroad (leased from Union Pacific, Ogden west).....	5	1	.07	4.93	0.80	3	40.10	3.18	1	32.40	1.02
Central Pacific Railroad (leased from Northern Railway, Brighton to Sacramento*).....	5.64										
California Pacific Railroad.....	115.44	66	14.58	98.86	21.90	119	997.48	50.65	89	702.52	40.89
Oregon and California Railroad†.....	567.50										
Oregonian Railroad†.....	57.50										
Portland and Willamette Valley Railway†.....	28.50										
Total.....	4,710.90										

*Grades and alignments included in Northern Railway.

†No information at hand.

Bridges in California: iron, 33; wooden, 145.

Trestles in California: aggregate length, 235,408 feet

Tunnels in California, 69; maximum length, 6,966½ feet; minimum length, 85 feet; aggregate length of all tunnels, 46,199½ feet.

Gauge of track in California: 2,743 $\frac{47}{100}$ miles of 4 feet 8½ inches; 141.20 miles of 3 feet.

Telegraph operated by this company for train purposes in California, 2,894 $\frac{36}{100}$ miles.

Number of stations on all roads operated by this company in California, 972.

STATE OF CALIFORNIA,)
City and County of San Francisco.) ss.

Charles F. Crocker, Vice-President of the Southern Pacific Company, and G. L. Lansing, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

CHARLES F. CROCKER,
Vice-President.
G. L. LANSING,
Secretary and Controller.

Subscribed and sworn to before me, this ninth day of May, 1892.

[SEAL.]

E. B. RYAN,
Notary Public.

CALIFORNIA PACIFIC RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: California Pacific Railroad Company
2. Date of organization: December 23, 1869.
3. Under the laws of what Government, State, or Territory organized: General railroad laws of State of California, approved May 20, 1861.
4. California Pacific Railroad Company, incorporated January 6, 1865; San Francisco and Marysville Railroad Company, incorporated October 26, 1857; Sacramento and San Francisco Railroad Company, incorporated December 2, 1864; California Pacific Extension Railroad Company, incorporated April 5, 1869; Napa Valley Railroad Company, incorporated March 2, 1864.
5. Date and authority for consolidation: December 23, 1869. General railroad laws of State of California.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.
N. T. Smith.....	San Francisco.
George Crocker.....	San Francisco.
J. L. Willcutt.....	San Francisco.
C. F. Crocker.....	San Francisco.
W. V. Huntington.....	San Francisco.
Timothy Hopkins.....	San Francisco.

Date of expiration of term of Directors: April 13, 1892.

Number of stockholders at date of last election: 127.

Last meeting of stockholders for election of Directors: April 15, 1891.

Post Office address of general and operating offices: Fourth and Townsend Streets, San Francisco, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Vice-President.....	N. T. Smith.....	San Francisco.
Secretary.....	W. V. Huntington.....	San Francisco.
Treasurer.....	Timothy Hopkins.....	San Francisco.

Operating officers are reported by Southern Pacific Company, lessee.

CAPITAL STOCK.

The total par value of capital stock authorized is \$12,000,000, divided into shares of \$100 each. The total amount issued and outstanding is \$12,000,000.

FUNDED DEBT.

Class of Bond or Obligation, and Date of Maturity.	Authorized Issue.	Issued and Outstanding.
First mortgage bonds—January 1, 1912.....	\$2,250,000 00	\$2,232,000 00
Second mortgage bonds—January 1, 1911.....	1,600,000 00	1,595,000 00
Third mortgage bonds, A—July 1, 1905.....	2,000,000 00	1,998,500 00
Third mortgage bonds, B—July 1, 1905.....	1,000,000 00	1,000,000 00
Totals.....	\$6,850,000 00	\$6,825,500 00

FUNDED DEBT—Continued.

Class of Bond or Obligation, and Date of Maturity.	Rate of Interest—Per Cent.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage bonds—January 1, 1912-----	4½	\$100,440 00	\$100,282 50
Second mortgage bonds—January 1, 1911.. }	6 }	71,775 00 }	55,620 00 }
Third mortgage bonds, A—July 1, 1905-----	4½	120,000 00	35,887 50
Third mortgage bonds, B—July 1, 1905-----	6	30,000 00	119,925 00
Totals-----	3	\$322,215 00	\$343,410 00

The second mortgage bonds maturing January 1, 1891, were extended to January 1, 1911, with the exception of 5 redeemed, and the interest thereon was reduced from 6 per cent to 4½ per cent per annum.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgage-----	From Vallejo to Sacramento-----	60.39
Second mortgage-----	From Napa Junction to Calistoga-----	34.48
Third mortgage—Series A-----	From Davisville to Knights Land-	
Third mortgage—Series B-----	ing-----	18.64

Also, all equipment is mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Matured interest coupons unpaid (including coupons due January 1st)-----	Due from solvent companies and individuals-----
Miscellaneous-----	Other cash assets unadjusted--
Balance cash assets-----	
Total-----	Total-----

Amount of interest and discount paid during year upon floating debt and current liabilities, \$5,250.

RECAPITULATION.

Accounts.	Total.
Capital stock-----	\$12,000,000 00
Funded debt-----	6,825,500 00
Total-----	\$18,825,500 00

Capital stock and funded debt cover railroad, telegraph line, rolling stock, wharves, etc. The amount per mile of road cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Construction.	Expenditures.	Credits Property and Material Sold.	Differences, etc.
Bridges and trestles.....	\$2,882 86	\$57 25	\$2,825 61
Buildings, furniture, and fixtures.....	800 82		800 82
Sidings and yard extensions.....	2,885 89		2,885 89
Fuel at stations.....	1,256 92		1,256 92
Total construction.....	\$7,826 49	\$57 25	\$7,769 24

COST OF ROAD AND EQUIPMENT.

Total cost to December 31, 1891, \$19,536,644 03.

INCOME ACCOUNT.

Income from lease of road.....		\$600,000 00
Salaries and maintenance of organization.....	\$1,354 80	
Interest on funded debt.....	322,215 00	
Interest and discount on floating debt.....	5,250 00	
Other expenditures, extending 1,595 second mortgage bonds to January 1, 1911.....	100,420 35	
		429,240 15
Net income.....		\$170,759 85
Surplus on December 31, 1890.....		886,465 92
Surplus on December 31, 1891.....		\$1,057,225 77

DR.	GENERAL BALANCE SHEET.	CR.
Cost of road and equipment ..\$19,536,644 03	Capital stock.....	\$12,000,000 00
Cash items..... 346,081 74	Funded debt.....	6,825,500 00
	Surplus from operation.....	1,057,225 77
Total	Total	\$19,882,725 77

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.	Appropriation of Resources.
Net income from rental..... \$600,000 00	Interest on funded debt paid \$322,215 00
	Other interest paid..... 5,250 00
	Reduction of funded debt ... 5,000 00
	Increase of cash assets..... 165,759 85
	Other expenditures..... 1,354 80
	Extending second mortgage bonds to Jan. 1, 1911..... 100,420 35
Total..... \$600,000 00	Total..... \$600,000 00

IMPORTANT CHANGES DURING THE YEAR.

Under agreement dated November 6, 1890, the second mortgage bonds maturing January 1, 1891, were extended to January 1, 1911, to the amount of \$1,595,000. Interest thereon was reduced thereby from 6 per cent to $4\frac{1}{2}$ per cent per annum. The remaining \$5,000 were redeemed.

DESCRIPTION OF ROAD.

The road was opened for public use in the year 1868 and 1869, while in the hands of the contractor, who turned the road over to the railroad company in January, 1870. No data is at hand to show the various dates of opening for business.

LAND OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED.

The lands for right of way, stations, etc., were in most instances procured by the contractors.

STATE OF CALIFORNIA,)
County of San Francisco.) ss.

N. T. Smith, Vice-President of the California Pacific Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

N. T. SMITH.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this twenty-second day of April, 1892.

[SEAL.]

E. B. RYAN,
Notary Public.

CENTRAL PACIFIC RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Central Pacific Railroad Company.
2. Date of organization: August 22, 1870.
3. Under the laws of what Government, State, or Territory organized: Incorporated under the laws of California and of the United States. California: General railroad laws of 1861, approved May 20, 1861. United States: 12 Stat. 489, 13 Stat. 356, 14 Stat. 239.

4. Name of constituent companies:

Central Pacific Railroad Company. Consolidated June 23, 1870.

Central Pacific Railroad Company of California, chartered June 28, 1861; amended October 8, 1864.

Western Pacific Railroad Company, chartered December 13, 1862.

San Francisco Bay Railroad Company, chartered September 25, 1865.

Western Pacific Railroad Company, consolidated November 2, 1869.

California and Oregon Railroad Company. Consolidated December 18, 1869.

California and Oregon Railroad Company, chartered June 30, 1865.

Marysville Railroad Company, chartered November 29, 1867.

California and Oregon Railroad Company, consolidated January 16, 1868.

Yuba Railroad Company, chartered November 17, 1862.

San Francisco, Oakland, and Alameda Railroad Co. Consolidated June 29, 1870.

San Francisco and Alameda Railroad Company, chartered March 25, 1863.

San Francisco, Alameda, and Stockton Railroad Co., chartered December 8, 1863.

San Francisco and Oakland Railroad Company, chartered October 21, 1861.

San Francisco and Alameda Railroad Company, consolidated October 15, 1868.

San Joaquin Valley Railroad Company. Chartered February 5, 1868.

The above four roads were consolidated August 22, 1870, under the name of the Central Pacific Railroad Company.

5. Authority: General railroad laws of California. Date: See No. 4.

7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.
Leland Stanford	San Francisco.
C. P. Huntington	23 Broad Street, New York.
C. F. Crocker	San Francisco.
A. N. Towne	San Francisco.
Timothy Hopkins	San Francisco.
E. H. Miller, Jr.	San Francisco.
C. E. Brotherton	London, England.

Date of expiration of term of Directors: April 12, 1892.

Number of stockholders at date of last election: 1,700.

Last meeting of stockholders for election of Directors: April 14, 1891.

Post Office address of general office: Fourth and Townsend Streets, San Francisco, and 23 Broad Street, New York.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	Leland Stanford	San Francisco.
First Vice-President	C. P. Huntington	New York.
Second Vice-President	C. F. Crocker	San Francisco.
Third Vice-President	A. N. Towne	San Francisco.
Secretary	E. H. Miller, Jr.	San Francisco.
Treasurer	Timothy Hopkins	San Francisco.
Assistant Treasurer	H. A. Cummings	San Francisco.
Chief Engineer	William Hood	San Francisco.
General Solicitor	Creed Hammond	San Francisco.
Land Commissioner	W. H. Mills	San Francisco.

Operating officers are reported by Southern Pacific Company, lessee.

CAPITAL STOCK.

The total par value of capital stock authorized is \$100,000,000, divided into shares of \$100 each. The total amount issued and outstanding is \$68,000,000. During the year a 2 per cent dividend, amounting to \$1,345,510, was declared.

Dividends paid are on \$67,275,500 capital stock, \$724,500 being owned by company.

Manner of payment for capital stock: Number of shares issued, 680,000; total cash realized, \$68,000,000. There have been so many consolidations that it is impossible now to correctly trace the manner of payment for all the capital stock. It was all issued for cash, or its equivalent in material, labor, or services.

FUNDED DEBT.

Class of Bond or Obligation, and Date of Maturity.	Authorized Issue.	Issued and Outstanding.
C. P. R. R. first mortgage, A—July 1, 1895	\$3,000,000 00	\$2,995,000 00
C. P. R. R. first mortgage, B—July 1, 1896	1,000,000 00	1,000,000 00
C. P. R. R. first mortgage, C—July 1, 1896	1,000,000 00	1,000,000 00
C. P. R. R. first mortgage, D—July 1, 1896	1,390,000 00	1,383,000 00
C. P. R. R. first mortgage, E—January 1, 1897	4,000,000 00	3,997,000 00
C. P. R. R. first mortgage, F—January 1, 1898	4,000,000 00	3,999,000 00
C. P. R. R. first mortgage, G—January 1, 1898	4,000,000 00	3,999,000 00
C. P. R. R. first mortgage, H—January 1, 1898	4,000,000 00	3,999,000 00
C. P. R. R. first mortgage, I—January 1, 1898	3,525,000 00	3,511,000 00
W. P. R. R. old issue—December 1, 1895	1,970,000 00	*111,000 00
W. P. R. R. first mortgage, A—July 1, 1899	765,000 00	1,859,000 00
W. P. R. R. first mortgage, B—July 1, 1899	765,000 00	765,000 00
California and Oregon, A—January 1, 1918	6,000,000 00	5,982,000 00
California and Oregon, B—January 1, 1892	7,200,000 00	5,858,000 00
San Joaquin Valley—October 1, 1900	6,080,000 00	6,080,000 00
C. P. land grant—October 1, 1900	10,000,000 00	†3,550,000 00
50-year bonds of 1936	16,000,000 00	56,000 00
50-year bonds of 1939		11,000,000 00
Total	\$73,930,000 00	\$61,144,000 00

Class of Bond or Obligation, and Date of Maturity.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
C. P. R. R. first mortgage, A—July 1, 1895	6—Jan. & July	\$1,552,980 00	\$1,545,690 00
C. P. R. R. first mortgage, B—July 1, 1896	6—Jan. & July		
C. P. R. R. first mortgage, C—July 1, 1896	6—Jan. & July		
C. P. R. R. first mortgage, D—July 1, 1896	6—Jan. & July		
C. P. R. R. first mortgage, E—Jan. 1, 1897	6—Jan. & July		
C. P. R. R. first mortgage, F—Jan. 1, 1898	6—Jan. & July		
C. P. R. R. first mortgage, G—Jan. 1, 1898	6—Jan. & July		
C. P. R. R. first mortgage, H—Jan. 1, 1898	6—Jan. & July		
C. P. R. R. first mortgage, I—Jan. 1, 1898	6—Jan. & July		
W. P. R. R. old issue—December 1, 1895	6—June & Dec.	6,660 00	6,660 00
W. P. R. R. first mortgage, A—July 1, 1899	6—Jan. & July	157,440 00	140,820 00
W. P. R. R. first mortgage, B—July 1, 1899	6—Jan. & July	299,100 00	300,000 00
California and Oregon, A—January 1, 1918	5—Jan. & July	351,480 00	351,540 00
California and Oregon, B—January 1, 1892	6—Jan. & July	364,800 00	365,760 00
San Joaquin Valley—October 1, 1900	5—Apr. & Oct.	201,300 00	209,350 00
C. P. land grant—October 1, 1900	6—Apr. & Oct.	3,360 00	3,360 00
50-year bonds of 1936	5—Apr. & Oct.	573,437 50	549,425 00
50-year bonds of 1939			
Total		\$3,510,557 50	\$3,472,605 00

* \$111,000 of W. P. R. R. bonds, series A, are held to take up or exchange for those of the old issue outstanding.

† \$708,000 land grant bonds were redeemed during the year.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
C. P. R. R. first mortgage bonds, A, D	Sacramento to California and Nevada State line	139.76
C. P. R. R. first mortgage bonds, E, J	California and Nevada State line to 5 miles west of Ogden.	597.74
W. P. R. R. bonds, old issue	San José, 100 miles eastwardly	123.16
W. P. R. R. first mortgage bonds, A	San José to Brighton.	24.00
W. P. R. R. first mortgage bonds, B	Niles to Oakland	
California and Oregon first mortgage bonds, A and B	Roseville to California and Oregon State line	296.50
San Joaquin Valley bonds	Lathrop to Goshen	146.08
C. P. R. R. land grant bonds	All lands granted by U. S. unsold October 1, 1870.	
C. P. R. R. 50-year of 1939	All property.	

Also, all equipment is mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$2,000,000 00	Cash	\$47,981 20
Audited vouchers and accounts	249,844 29	Bills receivable	45,163 34
Sinking funds uninvested	2,149,078 11	Due from Southern Pacific Company	3,780,402 72
Dividends not called for	66,544 00	Due from solvent companies and individuals	1,290,310 11
Matured interest coupons unpaid (including coupons due July 1st)	6,710 00	Other cash assets	1,500,000 00
Trustees land grant mortgage	365,741 29	Due from United States Government, over all requirements	1,068,161 67
Balance cash assets	2,894,103 35		
Total	\$7,732,021 04	Total	\$7,732,021 04

RECAPITULATION.

Accounts.	Total.
Capital stock	\$68,000,000 00
Funded debt	61,144,000 00
United States bonds	27,855,680 00
Total	\$156,999,680 00

Capital stock and funded debt cover railroads, telegraph lines, rolling stock, ferry and river steamers, etc., also all lands granted by the United States. The amount per mile of road cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.

(Paid by Southern Pacific Company, lessee.)

Items.	Expenditures.	Credits Property and Material Sold.	Differences, etc.
Construction:			
Real estate.....	\$1,116 00	\$438 50	\$677 50
Fences.....	13,027 04		13,027 04
Grading and bridge and culvert masonry.....	1,595 26		1,595 26
Bridges and trestles.....	19,482 63		19,482 63
Ballast.....	28,889 14		28,889 14
Fuel stations.....	3,206 34	445 34	2,761 00
Water stations.....	4,748 88	453 88	4,295 00
Buildings, furniture, and fixtures.....	45,347 69	2,845 75	42,501 94
Shop, machinery, and tools.....	27,523 05	1,714 18	25,808 87
Second track, Alameda.....	9,318 59		9,318 59
Telegraph line.....	70 48		70 48
Wharfing, etc.....	2,211 55		2,211 55
Sidings and yard extensions.....	99,781 55	32,199 24	67,582 31
Other items.....	893 34		893 34
Total construction.....	\$257,211 54	\$38,096 89	\$219,114 65
Equipment:			
Locomotives.....	\$52 72		\$52 72
Passenger cars.....		\$1,000 00	1,000 00
Baggage, express, and postal cars.....		675 00	675 00
Freight cars.....	3,090 74		3,090 74
Other cars of all classes.....	1,890 18	731 07	1,159 11
Total equipment.....	\$5,033 64	\$2,406 07	\$2,627 57
Grand total construction and equipment..	\$262,245 18	\$40,502 96	\$221,742 22
In addition to above, Central Pacific Railroad Company expended for its own account, additional expense of dining cars.....	\$159 24		\$159 24
Real estate sold.....		\$453 00	453 00
Discount and commission on Central Pacific Railroad 50-year bonds sold.....	87,500 00		87,500 00
Totals.....	\$87,659 24	\$453 00	\$87,206 24

COST OF ROAD AND EQUIPMENT.

Total cost to December 31, 1890, \$168,876,120 59; net additions during year, \$87,206 24; total cost to December 31, 1891, \$168,963,326 83.

STOCKS OWNED.

Name.	Par Value.
16,800 shares Newport News and Mississippi Valley Co.....	\$1,680,000 00
826,428 shares first preferred Chesapeake and Ohio Railway Co.....	82,642 80
34,495 shares Coos Bay Oregon Coal Co.....	3,449,500 00
1,600 shares Sacramento Transportation Co.....	160,000 00
233 shares Colfax and Forest Hill Commercial Co.....	4,660 00
7,245 shares Central Pacific Railroad Co.....	724,500 00

Cost of above stocks to company, \$1,556,955 09.

The stock of the Sacramento Transportation Company paid \$8,400 dividends.

BONDS OWNED.

Fractional United States bond, to the amount of \$120, bearing 6 per cent interest, which is collected by lessee.

INCOME ACCOUNT.

Income from lease of road	\$2,144,425 18	
Sinking fund requirements (paid by lessee)	275,000 00	
Interest on invested sinking funds earned	374,054 06	
Interest on stocks owned	8,400 00	
United States requirement (paid by lessee)	613,516 27	
Land sales and interest on time contracts, etc.	452,878 23	
		\$3,868,273 74
United States requirement	\$613,516 27	
Land sales, etc., applicable to redemption of land bonds ..	452,878 23	
Sinking funds	649,054 06	
		1,715,448 56
Net income		\$2,152,825 18
Dividend of 2 per cent paid on common stock	\$1,345,510 00	
Payments from net income under United States Thurman Act, requirement restated (Supreme Court decision, 1878, 1890)	334,754 51	
		1,680,264 51
Surplus		\$472,560 67
Surplus January 1, 1891		2,935,297 67
Surplus December 31, 1891		\$3,407,858 34

Dr.	GENERAL BALANCE SHEET.		Cr.		
Cost of road and equipment	\$168,963,326	83	Capital stock	\$68,000,000	00
Bonds of other companies owned		120 00	Funded debt	61,144,000	00
Stocks of other companies owned	1,556,995	09	United States subsidy bonds	27,855,680	00
Other permanent investments	19,813	88	Income:		
Cash items	2,894,103	35	For sinking funds of company	15,556,212	67
Sinking fund	11,345,954	83	For redemption of land bonds	10,004,365	32
Land contracts—deferred payments on time sales	1,187,802	35	For United States requirements	12,509,734	94
United States requirements, paid in full	12,509,734	94	General income	3,407,858	34
Total	\$198,477,851	27	Total	\$198,477,851	27

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from lease	\$2,144,425 81	Interest on funded debt	Payable by Lessee.
Net income from other prop- erties	8,400 00	Other interest	
Net amount from sales of land, etc.	452,878 23	Taxes	
U. S. requirement, from lessee ..	613,516 27	Rentals	
U. S. restatement—lessee	70,330 92	Dividends	\$1,345,510 00
Sinking Fund—lessee	275,000 00	Reduction of funded debt	708,000 00
Sinking Fund—earnings	374,054 06	Sinking Fund	649,054 06
Land Grant Fund	708,000 00	Permanent improvements	453 00
		Equipment	87,659 24
		Increase of cash assets	385,331 68
		Increase of other assets	120,785 75
		Trustees Land Grant Fund	332,115 23
		U. S. requirement	613,516 27
		Restatement, 1878-86	334,754 51
		Restatement, 1887-90	70,330 92
Total	\$4,646,604 66	Total	\$4,646,604 66

IMPORTANT CHANGES DURING THE YEAR.

The note dated October 1, 1890, payable October 1, 1891, to trustees land grant mortgage, amounting to \$500,000, was taken up by the company October 5, 1891.

The trustees of the land grant mortgage have redeemed during the year bonds amounting to \$708,000, at par.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

Eastward from Sacramento—

To Newcastle	November 1, 1864.
To Auburn	May 14, 1865.
To Clipper Gap	June 19, 1865.
To Colfax	September 11, 1865.
To Dutch Flat	July 5, 1866.
To Alta	July 11, 1866.
To Cisco	December 3, 1866.
To Truckee	April 3, 1868.
To Reno	June 19, 1868.
To Wadsworth	July 22, 1868.
To Browns	August 21, 1868.
To Oreana	September 20, 1868.
To Winnemucca	October 1, 1868.
To Argenta	November 19, 1868.
To Elko	January 25, 1869.
To Carlin	March 15, 1869.
To Terrace	May 27, 1869.
To Promontory	May 29, 1869.
To Ogden	May 29, 1869.

Westward from Sacramento—

To Galt	May 15, 1869.
To Lodi	August 4, 1869.
To Stockton	August 14, 1869.
To San José	September 15, 1869.
To Alameda Wharf	September 8, 1869.
To San Francisco	About December 1, 1869.

Northward from Roseville Junction—

To Lincoln	October 24, 1867.
To Wheatland	October 28, 1867.
To Yuba	September 19, 1868.
To Marysville	June 1, 1869.
To Nelson	May 31, 1870.
To Chico	July 2, 1870.
To Sesma	July 11, 1871.
To Tehama	August 28, 1871.
To Red Bluff	December 6, 1871.
To Redding	September 1, 1872.
To Delta	September 1, 1884.
To Gibson	June 8, 1886.
To Hazel Creek	July 16, 1886.
To Dunsmuir	August 23, 1886.
To McCloud	November 14, 1886.
To Edgewood	January 1, 1887.
To Montague	February 8, 1887.
To Hornbrook	May 1, 1887.
To Coles	June 1, 1887.
To California and Oregon State line	October 5, 1887.

Southward from Lathrop—

To Modesto	November 8, 1870.
To Merced	January 25, 1872.
To Sycamore	April 1, 1872.
To Fresno	May 28, 1872.
To Goshen	August 1, 1872.

GRANTS OR DONATIONS IN BONDS.

Character of Bonds.		Interest Payable—By Whom.		Total.
San Francisco County bonds		San Francisco County		\$400,000 00
San Francisco County bonds		San Francisco County		250,000 00
Bonds Disposed of.	Amount of Bonds.	Cash Realized.	Discount.	Interest Accrued.
San Francisco County bonds*	\$400,000 00	\$321,752 75	\$78,247 25	\$27,865 00
San Francisco County bonds†	250,000 00	175,000 00	75,000 00	.....

* The above 400 bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

† The above 250 bonds were issued to the Western Pacific Railroad Company under the same circumstances as the 400 that were issued to the Central Pacific Railroad Company.

The amount received from the sale of these bonds, and the interest accrued to the company, were credited to construction account.

LAND GRANTED BY THE UNITED STATES GOVERNMENT.

To What Railroad Company.	Acres per Mile.	Number of Miles.	Total Number of Acres.	Reserved by Government.	Net Total.
Central Pacific Railroad	12,800	742.00	9,499,600	1,500,000	7,997,600
Western Pacific Railroad	12,800	123.38	1,579,264	1,153,264	426,000
California and Oregon Railroad	12,800	291.00	3,724,800	.....	3,724,800
Totals .....	.....	.....	14,801,664	2,653,264	12,148,400
To What Railroad Company.				Estimated Value per Acre.	Total.
Central Pacific Railroad				\$2 50	\$19,994,000
Western Pacific Railroad				2 50	1,065,000
California and Oregon Railroad				2 50	9,312,000
Totals .....				.....	\$30,371,000

The Western Pacific Railroad Company had disposed of its lands prior to its consolidation with this company.

On account of conflicting and overlapping grants, adverse claims, desert lands, and land liable to be lost in consequence of arbitrary restrictions of the Land Department, the quantity of these lands to accrue, and their value, cannot be closely estimated. The value above stated is derived from an estimate of the acres earned, and to which the company would be entitled under the several Acts of Congress, and applying the rate fixed by the Government for adjoining lands, viz.: \$2 50 per acre.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, ETC.

Sacramento City donated 20 $\frac{1}{2}$ acres in slough at Sacramento. Oakland Waterfront Company donated land on Oakland waterfront. State of California donated one half interest in Mission Bay lands, San Francisco.

No donation of lands or property other than is specified in above has ever been made to this company, except lands for right of way, stations, shops, and storehouses. In most instances the lands for right of way, stations, etc., were procured by the contractors.

APPLICATION OF AMOUNT PLACED IN HANDS OF TRUSTEES FOR REDEMPTION OF BONDS.

	Bonds Redeemed.	Amount.	Cost.	Total Received by Trustees.
To December 31, 1890	5,742	\$5,742,000 00	\$5,769,450 85	\$8,511,898 59
During year.....	708	708,000 00	708,000 00	332,115 23
Totals.....	6,450	\$6,450,000 00	\$6,477,450 85	\$8,844,013 82
Cash from sales not placed in hands of trustees				515,977 37
Total net receipts				\$9,359,987 19
			Balance on Hand.	Premium.
To December 31, 1890			\$2,742,447 74	\$27,450 85
During year			* 375,884 77	.....
Totals.....			\$2,366,562 97	\$27,450 85

* Loss.

STATE OF CALIFORNIA,)
City and County of San Francisco. } ss.

Charles F. Crocker, Second Vice-President of the Central Pacific Railroad Company, and E. H. Miller, Jr., Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

CHARLES F. CROCKER.
E. H. MILLER, JR.

Subscribed and sworn to before me, this ninth day of May, 1892.
[SEAL.]

E. B. RYAN,
Notary Public.

SOUTHERN PACIFIC RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Southern Pacific Railroad Company.
2. Date of organization: May 14, 1888, under general law.
3. Under the laws of what Government, State, or Territory organized: Under general laws of State of California; also, Acts of Congress of July 27, 1866, 14 U. S. Stats., p. 292, March 3, 1871, 16 U. S. Stats., p. 573.
4. Names and charters of constituent companies and all amendments of same:

Name of Company.	Date of Incorporation.
The San Francisco and San José Railroad Company	Aug. 18, 1860.
Southern Pacific Railroad Company	Dec. 2, 1865.
Santa Clara and Pajaro Valley Railroad Company	Jan. 2, 1868.
California Southern Railroad Company	Jan. 22, 1870.
Southern Pacific Railroad Company	Oct. 12, 1870.
Amended	April 15, 1871.
Southern Pacific Branch Railroad Company	Dec. 23, 1872.
Southern Pacific Railroad Company	Aug. 19, 1873.
Los Angeles and San Pedro Railroad Company	Feb. 18, 1868.
Southern Pacific Railroad Company	Dec. 18, 1874.
San José and Almaden Railroad Company	Mar. 2, 1886.
Pajaro and Santa Cruz Railroad Company	June 3, 1884.
Monterey Railroad Company	Jan. 24, 1880.
Monterey Extension Railroad Company	Jan. 6, 1886.
Southern Pacific Branch Railway Company	April 12, 1886.
San Pablo and Tulare Railroad Company	July 19, 1871.
San Pablo and Tulare Extension Railway Company	Feb. 7, 1887.
San Ramon Valley Railroad Company	April 25, 1888.
Stockton and Copperopolis Railroad Company	Nov. 17, 1877.
Stockton and Tulare Railroad Company	Dec. 2, 1887.
San Joaquin Valley and Yosemite Railroad Company	Feb. 15, 1886.
Los Angeles and San Diego Railroad Company	Oct. 10, 1876.
Los Angeles and Independence Railroad Company	Jan. 8, 1875.
Long Beach, Whittier, and Los Angeles County Railroad Company	Dec. 17, 1887.
Long Beach Railroad Company	Oct. 31, 1887.
Southern Pacific Railroad Extension Company	Feb. 21, 1888.
Ramona and San Bernardino Railroad Company	April 25, 1888.
Southern Pacific Railroad Company	May 14, 1888.

5. Authority: General laws of the United States and of the State of California. Date: See No. 4.

7. What carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.
Chas. F. Crocker	San Francisco.
Timothy Hopkins	San Francisco.
N. T. Smith	San Francisco.
J. L. Willcutt	San Francisco.
Chas. Mayne	San Francisco.
W. V. Huntington	San Francisco.
A. N. Towne	San Francisco.

Date of expiration of term of Directors: April 15, 1892.

Last meeting of stockholders for election of Directors: April 15, 1891.

Post Office address of general office: P. O. Box 2008, San Francisco, Cal.

Post Office address of operating office: Southern Pacific Company, P. O. Box 2328, San Francisco, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Charles F. Crocker.....	San Francisco.
President.....	Charles F. Crocker.....	San Francisco.
Vice-President.....	Timothy Hopkins.....	San Francisco.
Secretary.....	J. L. Willcutt.....	San Francisco.
Treasurer.....	N. T. Smith.....	San Francisco.
Chief Engineer.....	William Hood.....	San Francisco.
General Solicitor.....	Creed Haymond.....	San Francisco.
Land Commissioner.....	Jerome Madden.....	San Francisco.
General Agent and Attorney.....	C. P. Huntington.....	New York.

CAPITAL STOCK.

The total par value of the capital stock authorized is \$90,000,000, divided into shares of \$100 each. Total amount issued and outstanding is \$65,135,300.

The manner of payment for capital stock:

	Number of Shares.	Total Cash Realized.
Issued for cash.....	28,962	\$2,838,600 00
Issued for construction.....	608,867	60,886,700 00
Issued in part pay for bonds of old consolidated roads.....	14,100	1,410,000 00
Totals.....	651,929	\$65,135,300 00

FUNDED DEBT.

Class of Bond or Obligation, and Date of Maturity.	Authorized Issue.	Issued and Outstanding.	Cash Realized.
S. P. R. R. Co. first mortgage 30-year 6 per cent bonds:			
Coupon A—April 1, 1905.....	\$15,000,000	\$13,452,000	\$13,452,000
Coupon B—October 1, 1905.....	5,000,000	4,749,000	4,749,000
Coupon C—October 1, 1906.....	5,000,000	4,256,000	4,256,000
Coupon D—October 1, 1906.....	5,000,000	4,170,000	4,170,000
Coupon E—April 1, 1912.....	5,000,000	3,294,000	3,294,000
Coupon F—April 1, 1912.....	5,000,000	2,001,000	2,001,000
Coupon G.....	6,000,000		
Totals.....	\$46,000,000	\$31,922,000	\$31,922,000
S. P. R. R. Co. first mortgage coupon 50-year 5 per cent—October 1, 1930.....	38,000,000	11,375,000	11,375,000
S. P. R. R. Co. first mortgage coupon 50-year 6 per cent—April 1, 1937.....	9,000,000	3,598,000	3,578,000
Stockton and Copperopolis Railroad Company first mortgage coupon 30-year 5 per cent—January 1, 1905.....	500,000	500,000	500,000
Totals.....	\$93,500,000	\$47,375,000	\$47,375,000

FUNDED DEBT—Continued.

Class of Bond or Obligation, and Date of Maturity.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
S. P. R. R. Co. first mortgage 30-year 6 per cent bonds:			
Coupon A—April 1, 1905.....	6—April 1 & Oct. 1	\$1,933,227 85	\$1,937,165 35
Coupon B—October 1, 1905.....	6—April 1 & Oct. 1		
Coupon C—October 1, 1906.....	6—April 1 & Oct. 1		
Coupon D—October 1, 1906.....	6—April 1 & Oct. 1		
Coupon E—April 1, 1912.....	6—April 1 & Oct. 1		
Coupon F—April 1, 1912.....	6—April 1 & Oct. 1		
Coupon G.....	6—April 1 & Oct. 1		
S. P. R. R. Co. first mortgage coupon 50-year 5 per cent—October 1, 1930.....	5—April 1 & Oct. 1..	489,840 13	469,754 05
S. P. R. R. Co. first mortgage coupon 50-year 6 per cent—April 1, 1937.....	6—April 1 & Oct. 1..	214,680 00	213,810 00
Stockton and Copperopolis Railroad Company first mortgage coupon 30-year 5 per cent—January 1, 1905.....	5—January & July..	25,000 00	25,350 00
Totals.....		\$2,662,747 98	\$2,646,079 40

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgage Southern Pacific Railroad Company 30-year 6 per cent bonds.....	San Francisco to Tres Pinos.....	100.49
	Huron to East Bank Colorado River.....	530.44
	Los Angeles to San Pedro.....	24.65
	Carnadero to San Miguel.....	125.99
	Mojave to Needles.....	242.51
	Huron to Alcalde.....	20.56
	Tres Pinos to Alcalde, and branches.....	108.20
	San Miguel to Lerdo.....	98.87
	Hillsdale to Almaden.....	7.71
	Pajaro to Santa Cruz.....	21.20
	Aptos to New Monte Vista.....	6.77
	Castroville to Lake Majella.....	19.55
	Monterey to Pacific Grove and Carmel River.....	16.00
	Martinez to Tracy.....	46.52
	Tracy to Newman.....	37.31
	Newman to Pampa.....	222.69
	Avon to Pleasanton.....	35.00
First mortgage Southern Pacific Railroad Company 50-year 5 per cent bonds.....	Oakdale to Poso.....	200.00
	And branches to Modesto, Merced, Sycamore, Fresno, and Tulare.....	62.00
	Berenda to Perry's Ranch.....	25.00
	Los Angeles to San Diego.....	140.00
	Los Angeles to Santa Monica.....	16.83
	Los Angeles to El Monte, etc.....	30.00
	Long Beach to Whittier and Ramona.....	30.00
	Thenard to Long Beach.....	4.02
	San Pedro to Point Fermin.....	5.00
	Ramon to Crafton.....	71.00
First mortgage Southern Pacific Branch Railway Company 50-year 6 per cent bonds.....	San Miguel to Sangers.....	250.00
First mortgage Stockton and Copperopolis Railroad Company 30-year 5 per cent bonds.....	Stockton to Milton.....	25.82
	Peters to Oakdale.....	18.93

All equipment is also mortgaged.

Income mortgaged: To pay first mortgage Southern Pacific Railroad Company 30-year 6 per cent bonds, a sinking fund of \$100,000 per year, commencing in 1882; also, gross receipts from sales of land. To pay first mortgage Southern Pacific Railroad Company 50-year 5 per cent bonds, a sinking fund of \$20,000 per year, commencing in 1898. To pay first mortgage Southern Pacific Branch Railway Company 50-year 6 per cent bonds, and first mortgage Stockton and Copperopolis Railroad Company 30-year 5 per cent bonds, a sinking fund of \$30,000 per year, to commence in 1897.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Audited vouchers and ac- counts \$1,334,549 17	Cash \$98,292 60
Sinking fund uninvested 894 85	Bills receivable 500 00
Micellaneous 52,089 26	Other cash assets 52 64
Trustees land mortgage 365,524 80	Southern Pacific Co. for roll- ing stock in suspense 227,262 21
	Balance floating debt 1,416,950 63
Total \$1,753,058 08	Total \$1,753,058 08

RECAPITULATION.

Accounts.	Total.
Capital stock	\$65,135,300 00
Funded debt	47,375,000 00
Floating debt, balance of	1,416,950 63
Total	\$113,927,250 63

As the first mortgage bonds are a lien upon the lands granted by the United States Government, the amount of bonds per mile of road is constantly changing and cannot be stated accurately.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.	Credits Property and Material Sold.	Differences, etc.
Construction:			
Right of way	\$696 00		\$696 00
Other real estate	1,680 85		1,680 85
Fences	4,449 63		4,449 63
Grading and bridge and culvert masonry	23,103 45		23,103 45
Bridges and trestles	19,785 79		19,785 79
Soledad Cañon reconstruction	354 45		354 45
Other superstructures	44,510 08		44,510 08
Buildings, furniture, and fixtures	38,127 93		38,127 93
Engineering expenses	32		32
Wharfing, etc.	2,223 30		2,223 30
Sidings and yard extensions	48,833 43		48,833 43
Road built by contract	5,522,400 00		5,522,400 00
Purchase of constructed road	426,627 97		426,627 97
Other items	430 00		430 00
Road machinery	8,111 47		8,111 47
Total construction	\$6,141,334 67		\$6,141,334 67
Equipment (heretofore charged, and now paid for by contractors):			
24 locomotives		\$257,985 25	\$257,985 25
12 passenger cars		54,389 60	54,389 60
669 freight cars		363,255 74	362,255 74
3 other cars	\$1,612 64		1,612 64
Total equipment	\$1,612 64	\$675,631 19	\$674,018 55
Grand total construction and equipment	\$6,142,947 31	\$698,459 90	\$5,444,487 41

COST OF ROAD AND EQUIPMENT.

Total cost to December 31, 1890, \$117,218,872 25; net additions during the year, \$5,444,487 41; total cost to December 31, 1891, \$122,663,359 66; cost per mile of road, \$71,479 73.

BONDS OWNED.

Name: Southern Pacific Railroad Company. Coupon first mortgage 5 per cent 50-year bonds to the amount of \$878,000.

INCOME ACCOUNT.

Income from lease of road	\$1,064,496 06	
Interest on open accounts	140 00	
Income from land sales, \$369,321 72; less premium paid on bonds redeemed, \$52,357 98	316,963 74	\$1,410,357 30
Salaries and maintenance of organization	\$12,906 55	
Land Department expenses	30,744 70	
Taxes (on granted lands)	4,550 37	
Income applicable to redemption of bonds	316,963 74	
Income for sinking funds	128,757 50	
		493,922 86
Net income		\$916,434 44
Surplus year ending December 31, 1891		\$916,434 44
Surplus December 31, 1890		1,251,504 59
Surplus December 31, 1891		\$2,167,939 03

Dr.	GENERAL BALANCE SHEET.	Cr.
Cost of road and equipment, \$122,663,359 66	Capital stock	\$65,135,300 00
Bonds owned	Funded debt	47,375,000 00
Bills receivable—amount land sales	Floating debt	1,416,950 63
2,879,415 65	Income from land sales for redemption of bonds	6,951,000 00
Sinking fund	Income from land sales (notes uncollected)	2,879,415 65
685,970 00	Income from funds to credit of trustees	365,524 80
Land trust fund	Income used for sinking funds	1,181,140 00
365,524 80	General income (available surplus)	2,167,939 03
Total	Total	\$127,472,270 11
\$127,472,270 11		

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.	Appropriation of Resources.
Net income from lease	Taxes (on lands)
\$1,064,496 06	\$4,550 37
Net amount realized from stock issued	Reduction on funded debt (6 per cent bonds)
3,313,400 00	461,500 00
Net amount realized from 5 per cent bonds issued	Reduction of floating debt
3,514,000 00	1,366,370 56
Net amount from sales of lands	Sinking fund
316,963 74	320,757 50
Interest on floating debt	Permanent improvements, equipment, and cost of constructing new road
140 00	5,444,487 41
Interest from sinking fund	5 per cent bonds owned
28,757 50	878,000 00
Income from land sales (cash)	Increase of cash assets
316,963 74	54,976 47
Income from land sales (notes)	Salaries of maintenance and organization
126,877 03	12,906 55
Income from sinking fund	Land department expenses
128,757 50	30,744 70
Land trust fund	Income applicable to redemption of bonds
17,659 23	316,963 74
	Income for sinking funds of company
	128,757 50
Total	Total
\$8,828,014 80	\$8,828,014 80

IMPORTANT CHANGES DURING THE YEAR.

Extensions of road put in operation:

Waterford to Merced	16.332 miles.
Twenty miles south of Los Baños to Armona	68.067 miles.
San Pedro to San Pedro Wharf, outer harbor	2.458 miles.
Branch towards Point Fermin Light House .....	.457 miles.
Avon to San Ramon	20.269 miles.
Ontario to Chino	5.780 miles.
<i>New stock issued:</i> For constructed road	\$3,313,400 00
New 5 per cent bonds issued to secure funds for construction and improvement	\$3,514,000 00

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From San Francisco to Menlo Park	October 17, 1863.
From San Francisco to San José	January 16, 1864.
From San Francisco to Perrys	January 11, 1869.
From San Francisco to Gilroy	March 13, 1869.
From San Francisco to Pajaro	November 27, 1871.
From San Francisco to Salinas	November 1, 1872.
From San Francisco to Soledad	August 12, 1873.
From Carnadero to Hollister	July 31, 1870.
From Carnadero to Tres Pinos	August 12, 1873.
Southerly from Soledad to Kings	July 20, 1886.
From Soledad to San Ardo	August 20, 1886.
From Soledad to San Miguel	October 18, 1886.
From Soledad to Paso Robles	October 31, 1886.
From Soledad to Templeton	November 16, 1886.
From Soledad to Santa Margarita	January 13, 1889.
Westerly from Saugus to Santa Paula	February 8, 1887.
From Saugus to San Buenaventura	May 18, 1887.
From Saugus to Carpenteria	July 1, 1887.
From Saugus to Santa Barbara	August 19, 1887.
From Saugus to Elwood	December 21, 1887.
From Alcalde to Huron	July 14, 1888.
From Huron to Goshen	February 1, 1877.
From Goshen to Tipton	July 25, 1872.
From Goshen to Delano	July 14, 1873.
From Goshen to ten miles south of Lerdo	August 1, 1874.
From Goshen to Sumner	October 26, 1874.
From Goshen to Caliente	April 26, 1878.
From Goshen to Kunes	May 26, 1876.
From Goshen to Mojave	August 9, 1876.
From Goshen to Tunnel	September 6, 1876.
From Tunnel to San Fernando	January 1, 1876.
From San Fernando to Los Angeles	April 15, 1874.
From San Fernando to Spadra	April 15, 1874.
From San Fernando to Colton	July 16, 1875.
Branch from Ontario to Chino	February 17, 1891.
From San Fernando to Indio	May 29, 1876.
From Indio to Dos Palmas	March 8, 1876.
From San Fernando to Pilot Knob	April 29, 1877.
From San Fernando to East Bank Colorado River near junction	May 23, 1877.
From Mojave to Calico	November 13, 1882.
From Mojave to Amboy	February 12, 1883.
From Mojave to Goffs	March 14, 1883.
From Mojave to Needles	July 1, 1883.
From Mojave to junction with A. and P. R. R. Co.	August 1, 1883.
From Los Angeles to Wilmington	October 26, 1869.
From Los Angeles to San Pedro	August 15, 1882.
From Hillsdale to Almaden	November 16, 1886.
From Pajaro to Santa Cruz	June 4, 1881.
Branch from Aptos to New Monte Vista	June 28, 1890.
From Castroville to Bordens	January 11, 1880.
From Castroville to Monterey	September 12, 1881.
From Castroville to Lake Majella	August 1, 1889.
From Martinez to Tracy	September 3, 1878.
From Martinez to Newman	July 1, 1888.
From Martinez to Los Baños	November 1, 1889.
From Martinez to Armona	August 28, 1891.

DESCRIPTION OF ROAD—Continued.

Branch from Avon to San Ramon	June 7, 1891.
From Fresno to Porterville	July 1, 1888.
From Fresno to Poso	December 24, 1890.
From Berenda to Raymond	May 1, 1886.
From Florence to Nietos	April 15, 1874.
From Florence to Anaheim	January 14, 1875.
From Florence to Santa Ana	December 17, 1877.
From Miraflores to Tustin	September 15, 1888.
From Los Angeles to Santa Monica	December —, 1875.
From Studebaker to Whittier	March 16, 1888.
From Thenard to Long Beach	February 20, 1888.
From Stockton to Milton	February —, 1871.
From Peters to Oakdale	February —, 1871.
Road to Merced and extensions	February 2, 1891.

LANDS GRANTED BY THE UNITED STATES GOVERNMENT.

To What Railroad Company.	Acres per Mile.	Number of Miles.
Southern Pacific of California	12,800	942

On account of conflicting and overlapping grants, adverse claims, arbitrary restrictions, and desert lands not worth the cost of survey, it is impossible to state the quantity of lands that will inure to the Southern Pacific Company, or to estimate the value thereof.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, ETC.

State of California donated half interest in 60 acres of land at Mission Bay, San Francisco, with improvements.

City of Los Angeles donated 19 acres in city of Los Angeles, with improvements.

Right of way included in contract for construction of road.

APPLICATION OF AMOUNT PLACED IN HANDS OF TRUSTEES FOR REDEMPTION OF BONDS.

	Bonds Redeemed.	Amount.	Cost.	Total Received by Trustees.
To December 31, 1890	6,874	\$6,489,500 00	\$6,847,947 43	\$7,231,131 46
During year	464	461,500 00	513,857 98	496,198 75
Totals	7,334	\$6,951,000 00	\$7,361,805 41	\$7,727,330 21
Total net receipts				\$7,727,330 21

	Balance on Hand.	Premium on Bonds Redeemed.
To December 31, 1890	\$3,831,131 46	\$358,447 43
During year	496,198 75	52,357 98
Totals	\$365,524 80	\$410,805 41

STATE OF CALIFORNIA,)
City and County of San Francisco, } ss.

Charles F. Crocker, President of the Southern Pacific Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

CHAS. F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this thirteenth day of April, 1892.

[SEAL.]

E. B. RYAN,
Notary Public.

NORTHERN RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Northern Railway Company.
2. Date of organization: May 15, 1888.
3. Under the laws of what Government, State, or Territory organized: State of California; general railroad laws.
4. Names and charters of constituent companies, and all amendments of same:

Name.	Date of Incorporation.
Northern Railway Company.....	July 19, 1871.
Amador Branch Railroad Company.....	July 3, 1875.
Berkeley Branch Railroad Company.....	Sept. 25, 1876.
Yaca Valley and Clear Lake Railroad Company.....	Feb. 19, 1877.
Sacramento and Placerville Railroad Company.....	April 19, 1877.
Sacramento Valley Railroad Company.....	Aug. 4, 1852.
Folsom and Placerville Railroad Company.....	Sept. 29, 1876.
San Joaquin and Sierra Nevada Railroad Company.....	Mar. 28, 1882.
West Side and Mendocino Railroad Company.....	Sept. 2, 1886.
Santa Rosa and Carquinez Railroad Company.....	Mar. 25, 1887.
Shingle Springs and Placerville Railroad Company.....	May 9, 1887.
Woodland, Capay, and Clear Lake Railroad Company.....	July 7, 1887.
Winters and Ukiah Railroad Company.....	Aug. 9, 1887.

5. Authority: General railroad laws of California. Date: May 15, 1888.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.
C. F. Crocker.....	San Francisco.
Timothy Hopkins.....	San Francisco.
N. T. Smith.....	San Francisco.
W. V. Huntington.....	San Francisco.
George Crocker.....	San Francisco.

Date of expiration of term of Directors: April 13, 1892.

Number of stockholders at date of last election: 164.

Last meeting of stockholders for election of Directors: April 15, 1891.

Post Office address of general and operating offices: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President.....	C. F. Crocker.....	San Francisco.
Vice-President.....	Timothy Hopkins.....	San Francisco.
Secretary.....	W. V. Huntington.....	San Francisco.
Treasurer.....	N. T. Smith.....	San Francisco.

Operating officers are reported by Southern Pacific Company, lessee.

CAPITAL STOCK.

The total par value of capital stock authorized is \$26,175,000, divided into shares of \$100 each. The total amount issued and outstanding is \$12,896,000.

Manner of payment for capital stock: Number of shares issued, 128,960; total cash realized, \$12,809,000. Owing to consolidation this detail cannot be shown.

FUNDED DEBT.

Class of Bond or Obligation, and Date of Maturity.	Authorized Issue.	Issued and Outstanding.
Northern Railway first mortgage 30-year bonds, January 1, 1907	\$6,300,000 00	\$5,156,000 00
Northern Railway first mortgage 50-year bonds, October 1, 1938	21,000,000 00	4,751,000 00
San Joaquin and Sierra Nevada Railroad first mortgage bonds, January 1, 1893	750,000 00	12,000 00
Totals	\$28,050,000 00	\$9,919,000 00

Class of Bond or Obligation, and Date of Maturity.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
Northern Railway first mortgage 30-year bonds, January 1, 1907	6—Jan. & July.	\$309,360 00	\$307,830 00
Northern Railway first mortgage 50-year bonds, October 1, 1938	5—Apr. & Oct.	237,550 00	237,550 00
San Joaquin and Sierra Nevada Railroad first mortgage bonds, January 1, 1893	6—Jan. & July.	-----	-----
Totals	-----	\$547,630 00	\$546,130 00

The bonds were issued to contractors in payment for construction; also exchanged for bonds of lines consolidated with Northern Railway.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
Northern Railway first mortgage 30-year 6 per cent bonds	West Oakland to near Martinez	31.03
	Port Costa to Suisun	16.34
	Woodland to Tehama	100.86
	West Oakland to Delaware Street	4.15
	Double track from West Oakland to Port Costa	26.74
Northern Railway first mortgage 50-year 5 per cent bonds	Galt to Ione	27.20
	Sixteenth St., Oakland, to Berrymans	5.38
	Napa Junction to Santa Rosa	36.95
	Willows to Fruto	16.84
	Sacramento to Placerville	59.28
San Joaquin and Sierra Nevada Railroad first mortgage bonds	Elmira to Rumsey	51.39
	Double track to Shell Mound, near Berrymans	1.54
	Bracks to Valley Springs	40.30

Also, all equipment is mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Sinking fund uninvested \$51,741 57	Due from solvent companies and individuals
Balance cash assets	1,089,340 06
Total	\$1,141,081 63
	Total
	\$1,141,081 63

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock.....	\$12,896,000 00
Funded debt.....	9,919,000 00
Total.....	\$22,815,000 00

Capital stock and funded debt cover railroad, telegraph line, rolling stock, ferry steamers, etc. The amount per mile of road cannot be correctly shown.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures.	Credits, Property and Material Sold.	Difference, etc.
Construction:			
Right of way.....	\$202 00		\$202 00
Other real estate.....	64 42	\$200 00	135 58
Fences.....	2,937 07		2,937 07
Bridges and trestles.....	398 36		398 36
Fuel stations.....	493 96		493 96
Buildings, furniture, and fixtures.....	5,471 52	28 62	5,442 90
Engineering expenses—Road machinery.....	3,459 00		3,459 00
Wharfing, etc.....	123 32		123 32
Sidings and yard extensions.....	11,611 26	2,011 23	9,600 03
Other items.....	143 78		143 78
Water stations.....	806 02	208 68	597 34
Total construction.....	\$25,710 71	\$2,448 53	\$23,262 18
Equipment:			
Locomotives.....	\$49,259 41		\$49,259 41
Passenger cars.....		\$1,000 00	1,000 00
Other cars of all classes.....	1,350 00		1,350 00
Total equipment.....	\$50,609 41	\$1,000 00	\$49,609 41
Grand total construction and equipment.....	\$76,320 12	\$3,448 53	\$72,871 59

COST OF ROAD AND EQUIPMENT.

Total cost to December 31, 1890, \$24,580,461 34; net additions during year, \$72,871 59; total cost to December 31, 1891, \$24,653,332 93.

INCOME ACCOUNT.

Income from lease of road.....	\$773,760 00	
Interest earned on Sinking Fund.....	10,076 25	
Sinking Fund requirements.....		\$783,836 25
Net income.....		50,076 25
Surplus December 31, 1890.....		\$733,760 00
Surplus December 31, 1891.....		2,002,001 00
		\$2,735,761 00

DR.

GENERAL BALANCE SHEET.

CR.

Cost of road and equipment.....	\$24,653,332 93	Capital stock.....	\$12,896,000 00
Cash items.....	1,089,340 06	Funded debt.....	9,919,000 00
Sinking Fund.....	268,113 57	Income used for Sinking Fund.....	460,025 56
		Surplus from operation and other business investments.....	2,735,761 00
Total.....	\$26,010,786 56	Total.....	\$26,010,786 56

FINANCIAL OPERATIONS FOR THE YEAR.

Net income from lease-----	\$773,760 00	Sinking Fund-----	\$50,076 25
Earnings of Sinking Fund----	10,076 25	Permanent improvements----	23,262 18
		Equipment-----	49,609 41
		Increase of cash assets-----	660,888 41
Total -----	\$783,836 25	Total-----	\$783,836 25

DESCRIPTION OF ROAD.

- | | |
|---|---------------------|
| 1. Date when the road or portions thereof were opened for public use: | |
| From Woodland to Williams | July 1, 1876. |
| From Williams to Willows | October 3, 1878. |
| From Willows to Orland | July 31, 1882. |
| From Orland to Tehama | September 27, 1882. |
| From West Oakland to Shell Mound | August 17, 1886. |
| From Shell Mound to Martinez | January 9, 1878. |
| From Benicia to Suisun | December 28, 1879. |
| From Sacramento to Folsom | February 22, 1856. |
| From Folsom to Shingle Springs | January 20, 1865. |
| From Shingle Springs to Placerville | May 29, 1888. |
| From Elmira to Vacaville | January 29, 1869. |
| From Vacaville to Winters | August 26, 1875. |
| From Winters to Madison | May 1, 1877. |
| From Madison to Rumsey | July 1, 1888. |
| From Shell Mound to Berkeley | August 16, 1876. |
| From Berkeley to Berrymans | July 1, 1878. |
| From Galt to Ione | December 4, 1876. |
| From Bracks to Lockeford | August, 1882. |
| From Lockeford to Clements | September, 1882. |
| From Clements to Wallace | October, 1882. |
| From Wallace to Benson | September, 1884. |
| From Benson to Valley Springs | April, 1885. |
| From Napa Junction to Santa Rosa | May 31, 1888. |
| From Willows to Fruto | July 1, 1888. |

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Chas. F. Crocker, President of the Northern Railway Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

CHAS. F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this twenty-second day of April, 1892.

[SEAL.]

E. B. RYAN,
Notary Public.

SOUTH PACIFIC COAST RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: South Pacific Coast Railway Company.

2. Date of organization: May 21, 1887.

3. Under the laws of what Government, State, or Territory organized: State of California; general railroad laws.

4. Names and charters of constituent companies, and all amendments of same:

Name.	Date of Incorporation.
Santa Cruz and Felton Railroad Company.....	Nov. 13, 1874.
South Pacific Coast Railroad Company.....	Mar. 29, 1876.
Bay and Coast Railroad Company.....	May 2, 1877.
Oakland Township Railroad Company.....	Jan. 7, 1881.
San Francisco and Colorado River Railroad Company.....	Jan. 16, 1883.
Felton and Pescadero Railroad Company.....	June 13, 1883.
Almaden Branch Railroad Company.....	April 16, 1887.

5. Authority: General railroad laws of California. Date: May 21, 1887.

7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.
Leland Stanford.....	San Francisco.
C. P. Huntington.....	No. 23 Broad St., New York.
C. F. Crocker.....	San Francisco.
Timothy Hopkins.....	San Francisco.
W. V. Huntington.....	San Francisco.
N. T. Smith.....	San Francisco.
W. E. Brown.....	San Francisco.

Date of expiration of term of Directors: April 13, 1892.

Total number of stockholders at date of last election: 8.

Last meeting of stockholders for election of Directors: April 15, 1891.

Post Office address of general and operating office: Fourth and Townsend Streets, San Francisco, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Leland Stanford.....	San Francisco.
Vice-President.....	C. F. Crocker.....	San Francisco.
Secretary.....	W. V. Huntington.....	San Francisco.
Treasurer.....	Timothy Hopkins.....	San Francisco.

Operating officers are reported by Southern Pacific Company, lessee.

CAPITAL STOCK.

The total par value of authorized capital stock is \$6,000,000, divided into shares of \$100 each. The total amount issued and outstanding is \$6,000,000.

Manner of payment for capital stock: Number of shares issued, 60,000; total cash realized, \$6,000,000.

Owing to consolidations, details cannot be shown.

FUNDED DEBT.

In July, 1887, first mortgage bonds to the amount of \$5,500,000 were issued for payment of the road, all of which bonds are now outstanding. These bonds are to run fifty years, and bear 4 per cent interest. The interest accrued during year was \$220,000, all of which was paid by the lessee of this road.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgage bonds	Alameda Mole to Santa Cruz ..	77.60
	Newark to Centerville	3.00
	Campbells to New Almaden	9.60
	Felton to Boulder Creek	7.30
	Felton Junction to Old Felton ..	1.70
	Alameda Point to Oakland (Fourteenth Street)	1.80
	Alameda and Oakland (second track)	8.96

Also, all equipment is mortgaged.

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock	\$6,000,000 00
Funded debt	5,500,000 00
Total	\$11,500,000 00

Capital stock and funded debt cover railroad, telegraph line, rolling stock, ferry steamers, etc. The amount per mile of railroad cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.

(Paid by the Southern Pacific Company, lessee.)

Items.	Expenditures.	Credits, Property and Material Sold.	Differences, etc.
Construction:			
Bridges and trestles	\$3,392 09	\$33 73	\$3,358 36
Shop machinery and tools	1,210 62	375 05	835 67
Sidings and yard extensions	6,107 42	4,385 13	1,722 29
Total construction	\$10,710 13	\$4,793 91	\$5,916 22
Equipment:			
Locomotives	\$8,992 76		\$8,992 76
Freight cars	19,983 74		10,983 74
Total equipment	\$19,976 50		\$19,976 50
Grand total construction and equipment ..	\$30,686 63	\$4,793 91	\$25,892 72

COST OF ROAD AND EQUIPMENT.

Total cost to December 31, 1891, \$11,500,000.

Impossible to show detail.

INCOME ACCOUNT.

The lessee of this company's property receives all revenue and pays all expenses.

DR.	GENERAL BALANCE SHEET.	CR.
Cost of road and equipment ..\$11,500,000 00	Capital stock	\$6,000,000 00
	Funded debt	5,000,000 00
Total	Total	\$11,500,000 00

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From Santa Cruz to Felton	October 13, 1875.
From Alameda Point to Los Gatos	June 1, 1878.
From Los Gatos to Alma	August 1, 1878.
From Alma to Wrights	May 1, 1879.
From Wrights to Felton	May 15, 1880.
From Alameda Point to Twelfth and Webster Streets, Oakland	May 30, 1881.
From Twelfth and Webster to Fourteenth and Franklin, Oakland	October 1, 1886.
From Newark to Centerville	February 18, 1882.
From Alameda Mole to Alameda Point	March 15, 1884.
From Felton Junction to Boulder Creek	May 1, 1885.
From Campbells to New Almaden	June 15, 1886.

STATE OF CALIFORNIA, }
 City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the South Pacific Coast Railway Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

CHAS. F. CROCKER.
 W. V. HUNTINGTON.

Subscribed and sworn to before me, this twenty-second day of April, 1892.

[SEAL.]

E. B. RYAN,
 Notary Public.

NORTHERN CALIFORNIA RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Northern California Railway Company.
2. Date of organization: September 3, 1888.
3. Under the laws of what Government, State, or Territory organized: General railway laws of the State of California.
4. Name of original corporation, and laws under which it was organized: Originally chartered under name of California Northern Railroad Company, June 29, 1860. On January 1, 1885, it was transferred to the Northern California Railroad Company, whose charter dates September 6, 1884. It was transferred to the existing corporation January 28, 1889.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.
Chas. F. Crocker	San Francisco, Cal.
W. E. Brown	San Francisco, Cal.
Frank S. Douty	San Francisco, Cal.
Timothy Hopkins	San Francisco, Cal.
N. D. Rideout	San Francisco, Cal.

Date of expiration of term of Directors: January, 1893.

Number of stockholders at date of last election: 5.

Last meeting of stockholders for election of Directors: May 22, 1889.

Post Office address of general and operating offices: San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	Chas. F. Crocker	San Francisco.
Vice-President	Timothy Hopkins	San Francisco.
Secretary	Frank S. Douty	San Francisco.
Treasurer	Frank S. Douty	San Francisco.

CAPITAL STOCK.

The total par value of authorized capital stock is \$1,280,000, divided into shares of \$100 each. The total amount issued and outstanding is \$1,280,000.

Manner of payment for capital stock: Number of shares issued, 12,800; total cash realized, \$1,280,000. Owing to reorganizations, the present management is unable to give the details and manner of payment for capital stock.

FUNDED DEBT.

In June, 1889, first mortgage bonds to the amount of \$1,100,000 were authorized to be issued. The amount of cash realized on the bonds outstanding is \$945,000. The bonds are payable in 1929, and bear 5 per cent interest, payable semi-annually. The total interest accrued during year was \$47,250, all of which was paid by the lessee of this road.

SECURITY FOR FUNDED DEBT.

As security for the first mortgage bonds, the road from Oroville to Knights Landing, a distance of 53.6 miles, together with all rolling stock, was mortgaged.

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile.
Capital stock	\$1,280,000 00	53.6	\$23,835 00
Funded debt	945,000 00		17,600 00
Totals	\$2,225,000 00	53.6	\$41,435 00

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures.	Credits, Property and Material Sold.	Differences, etc.
Construction:			
Bridges and trestles	\$8 75		\$8 75
Buildings, furniture, and fixtures	1,183 09	\$28 80	1,154 29
Water stations	425 52		425 52
Sidings and yard extensions	2,570 25	337 90	2,232 35
Other items	120 47		120 47
Total construction	\$4,308 08	\$366 70	\$3,941 38
Equipment:			
Cars of all classes	\$224 35		\$224 35
Total equipment	\$224 35		\$224 35
Grand total construction and equipment.	\$4,532 43	\$366 70	\$4,165 73

COST OF ROAD AND EQUIPMENT.

Total cost to December 31, 1891, \$2,225,000; net additions during year, paid by lessee.

INCOME ACCOUNT.

This company has no income. Its property is operated by the lessee, in consideration of receiving all revenue and paying expenditures in connection therewith.

DR.	GENERAL BALANCE SHEET.	CR.
Cost of road and equipment..	\$2,225,000 00	Capital stock..... \$1,280,000 00
		Funded debt..... 945,000 00
Total	\$2,225,000 00	Total..... \$2,225,000 00

IMPORTANT CHANGES DURING THE YEAR.

The extension from Marysville to Knights Landing, 27 $\frac{7}{10}$ miles, was opened for regular operation February 4, 1891.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From Marysville to Oroville..... February, 1864.
From Marysville to Knights Landing February, 1891.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Northern Pacific Railway Company, and Frank S. Douty, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

CHARLES F. CROCKER.
F. S. DOUTY.

Subscribed and sworn to before me, this eighth day of April, 1892.

[SEAL.]

E. B. RYAN,
Notary Public.

SOUTHERN CALIFORNIA RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Southern California Railway Company.
2. Date of organization: November 7, 1889.
3. Under the laws of what Government, State, or Territory organized: The general statutes of California.
4. Names and charters of constituent companies, and all amendments of same:

Name.	Date of Incorporation.
California Southern Railroad Company	Jan. 10, 1882.
California Central Railway Company	May 20, 1887.
Redondo Beach Railway Company	April 23, 1888.

- *5. Charter filed with the Secretary of the State of California, November 7, 1889.

ORGANIZATION.

Names of Directors.	Post Office Address.
A. Manvel	Chicago.
Geo. C. Magoun	New York.
John J. McCook	New York.
B. Kimball	Boston.
Bryant Howard	San Diego.
A. K. Lawrie	San Diego.
G. H. Bonebrake	Los Angeles.
R. Egan	Los Angeles.
H. W. Hellman	Los Angeles.
H. L. Drew	San Bernardino.
J. N. Victor	San Bernardino.

Date of expiration of term of Directors: May 12, 1892.

Number of stockholders at date of last election: 330.

Last meeting of stockholders for election of Directors: May 14, 1891.

Post Office address of general office: Los Angeles, Cal., and Boston, Mass.

Post Office address of operating office: Los Angeles, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	George C. Magoun	New York.
President	A. Manvel	Chicago.
Vice-President and General Auditor	J. W. Reinhart	Boston.
Secretary	L. C. Deming	Boston.
Treasurer	F. H. Pattee	Los Angeles.
Assistant Treasurer	George L. Goodwin	Boston.
Cashier	G. Holterhoff, Jr.	Los Angeles.
Chief Engineer	F. T. Perris	San Bernardino.
General Solicitor	George R. Peck	Topeka.
Solicitor	Anson Brunson	Los Angeles.
Comptroller	J. P. Whitehead	Boston.
Auditor	H. C. Whitehead	Los Angeles.
General Manager	K. H. Wade	Los Angeles.
Superintendent	W. B. Beamer	San Bernardino.
Traffic Manager	J. A. Hanley	Chicago.
Traffic Manager	W. F. White	Chicago.
General Counsel	John J. McCook	New York.
Gen. Passenger, Ticket, and Freight Agt.	S. B. Hynes	Los Angeles.
Asst. General Passenger and Ticket Agt.	H. K. Gregory	Los Angeles.
Assistant General Freight Agent	T. A. Whitmore	Los Angeles.
Superintendent of Telegraph	W. A. McGovern	San Bernardino.
General Baggage Agent	P. Walsh	Topeka.
Division Baggage Agent	H. Isaacs	Los Angeles.

PROPERTY OPERATED.

Name.	Terminals.	Description.	Miles.
Southern California Railway Company-----	Barstow to National City-----	Main line...	210.61
	San Bernardino to Los Angeles....	Main line...	61.91
	Los Angeles to Los Angeles Junction..	Main line...	83.10
	East Riverside to Orange.....	Main line...	40.68
	Perris to San Jacinto.....	Branch line.	19.38
	Escondido Junction to Escondido....	Branch line.	21.23
	San Bernardino to Mentone.....	Branch line.	12.50
	Ballona Junction to Port Ballona....	Branch line.	15.05
San Bernardino and Eastern Railway Company---	Inglewood to Redondo Beach.....	Branch line.	10.81
	Highland Junction to East Highland	Branch line.	9.19
Total-----			484.46

CAPITAL STOCK.

Description.	Par Value of Shares.	Par Value Authorized.	Amount Issued and Outstanding.
Capital stock—Common-----	\$100 00	\$8,935,000 00	\$6,732,000 00
Preferred-----	100 00	8,000,000 00	6,072,000 00
Totals-----		\$16,935,000 00	\$12,804,000 00

Manner of payment for capital stock:

	Number of Shares.
Issued for consolidation—Common-----	*67,320
Preferred-----	†60,720
Total-----	128,040

*Issued share for share for capital stock of California Central Railway Company and Redondo Beach Railway Company.

†Issued share for share for capital stock of California Southern Railroad Company.

FUNDED DEBT.

Class of Bond or Obligation, and Date of Maturity.	Authorized Issue.	Issued and Outstanding.
California Southern Railroad Company first mortgage bonds—January 1, 1932-----	\$3,101,000 00	\$1,000 00
California Southern Railroad Company first mortgage bonds—January 1, 1926-----	2,106,000 00	2,056,000 00
California Central Railway Company first mortgage bonds—June 1, 1932-----	6,457,000 00	6,457,000 00
Redondo Beach Railway Company first mortgage bonds—June 1, 1932-----	270,000 00	270,000 00
California Southern Railroad Company income bonds—March 1, 1926-----	3,505,000 00	{ 3,497,000 00 † 3,740 00
Totals-----	\$15,439,000 00	\$12,284,740 00

*Scrip.

FUNDED DEBT—Continued.

Class of Bond or Obligation, and Date of Maturity.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
California Southern Railroad Co. first mortgage bonds—January 1, 1932.....			
California Southern Railroad Co. first mortgage bonds—January 1, 1926.....	6—January and July	\$123,360 00	.....None.
California Central Railway Co. first mortgage bonds—June 1, 1932.....	6—June and Dec.	152,880 00	.....None.
Redondo Beach Railway Co. first mortgage bonds—June 1, 1932.....	6—June and Dec.	6,480 00	.....None.
California Southern Railroad Co. income bonds—March 1, 1926.....	6—March and Sept. ....		.....None.
Totals.....		\$282,720 00	.....

The interest on \$2,548,000 California Central Railway Company's first mortgage bonds and \$108,000 Redondo Beach Railway Company's first mortgage bonds only has accrued, the remaining bonds of those companies participating in the income equally with the California Southern Railroad Company's registered income bonds, from date of consolidation, November 1, 1889, in accordance with agreement of Atchison, Topeka, and Santa Fe Railroad Company, owner of said bonds, with the security-holders of the California Southern Railroad Company.

The California Southern Railroad Company's first mortgage bonds of 1882 were sold in blocks to the amount of \$3,101,000, together with \$3,036,000 California Southern Railroad Company capital stock, for \$3,324,000.

The California Central Railway Company's first mortgage bonds were issued, together with \$5,051,000 capital stock, under contract for construction of road.

The Redondo Beach Railway Company's first mortgage bonds were issued, together with \$275,000 capital stock, for the construction of the road of that company.

The California Southern Railroad Company's registered income bonds were issued in exchange for that company's first mortgage bonds of 1882, and in payment of accrued interest thereon.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
California Southern Railroad Company first mortgage bonds (1882).....	San Bernardino to National City	129.59
California Southern Railroad Company first mortgage bonds (1886).....	Barstow to National City.....	210.61
California Central Railway Company first mortgage bonds.....	San Bernardino to Los Angeles.....	253.85
	Los Angeles to Los Angeles Junc.	
	East Riverside to Orange.....	
	Perris to San Jacinto.....	
	Escondido Junc. to Escondido.....	
Redondo Beach Railway Company first mortgage bonds.....	San Bernardino to Mentone.....	10.81
	Ballona Junc. to Port Ballona.....	
	Inglewood to Redondo Beach.....	

Also, all equipment is mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Audited vouchers and accounts..... \$450,779 42	Cash..... \$67,374 29
Wages and salaries..... 95,546 90	Bills receivable..... 758 22
Net traffic balances due to other companies..... 66,473 29	Due from agents..... 30,795 91
Matured interest coupons unpaid (including coupons due July 1st)..... 674,165 00	Due from solvent companies and individuals..... 222,847 85
Total..... \$1,286,964 61	Balance—floating debt..... 965,188 34
	Total..... \$1,286,964 61

RECAPITULATION.

Accounts.	Total Amount.	Miles.	Amount per Mile.
Capital stock	\$12,804,000 00	475.27	\$26,940 48
Funded debt	12,284,740 00		25,847 92
Floating debt, balance of	965,188 34		2,030 82
Totals	\$26,053,928 34	475.27	\$54,819 22

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Income Account.	Construction and Equipment Accounts.	Total Expenditures.
Construction:			
Right of way and other real estate	\$5,893 90		\$5,893 90
Fences	1,968 41		1,968 41
Grading and bridge and culvert masonry	638 28		638 28
Bridges and trestles	21,502 98		21,502 98
Rails	111 77	\$3,632 44	3,520 67
Ties		388 20	388 20
Other superstructure	802 89	321 70	481 19
Buildings, furniture, and fixtures	422 25		422 25
Shop machinery and tools	1,094 12		1,094 12
Engineering expenses	22 56		22 56
Telegraph line	100 33		100 33
Wharfing, etc.	293 53		293 53
Sidings and yard extensions	6,435 38		6,435 38
Other items	28,690 81		28,690 81
Total construction	\$67,390 15	\$4,342 34	\$63,047 81
Equipment:			
Freight cars	\$806 88		\$806 88
Other cars of all classes	51 32		51 32
Floating equipment—less	800 00		800 00
Total equipment	\$58 20		\$58 20
Grand total construction and equipment	\$67,448 35	\$4,342 34	\$63,106 01

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.	Net Additions During Year.	Total Cost to Dec. 31, 1891.
Construction:			
Right of way and other real estate.....	\$34,714 35		\$34,714 35
Fences.....	26,089 40		26,089 40
Grading and bridge and culvert masonry.....	1,448,254 77		1,448,254 77
Bridges and trestles.....	331,090 49		331,090 49
Rails.....	1,283,800 03	\$3,632 44	1,280,167 59
Ties.....	330,509 16	388 20	330,120 96
Buildings, furniture, and fixtures.....	286,078 86		286,078 86
Shop machinery, tools.....	156,922 34		156,922 34
Engineering expenses.....	146,088 35		146,088 35
Interest and discount—account construction.....	3,629,022 75		3,629,022 75
Telegraph line.....	13,042 79		13,042 79
Wharfing, etc.....	221,286 71		221,886 71
Sidings and yard extensions.....	147,869 71		147,869 71
Road built by contract.....	16,059,587 27		16,059,587 27
Other items.....	523,650 86	321 70	523,329 16
Total construction.....	\$24,638,007 84	\$4,342 34	\$24,633,665 50
Equipment:			
Locomotives.....	\$227,019 83		\$227,019 83
Passenger cars.....	59,739 73		59,739 73
Baggage, express, and postal cars.....	12,139 57		12,139 57
Combination cars.....	22,806 57		22,806 57
Freight cars.....	106,741 65		106,741 65
Floating equipment.....	43,898 03		43,898 03
Total equipment.....	\$472,345 38		\$472,345 38
Grand total construction and equipment.....	\$25,110,353 22		\$25,106,010 88

The cost per mile of road chargeable to construction is \$51,830 89; chargeable to equipment is \$993 84; total, \$52,824 73.

STOCKS OWNED.

Name.	Par Value.
Fifteen shares Precipice Cañon Water Co.....	\$750 00
One hundred shares Marine Railway and Dry Dock Co.....	10,000 00
Six shares San Antonio Water Co.....	600 00

INCOME ACCOUNT.

Gross earnings from operation.....	\$2,138,917 01	
Less operating expenses.....	1,562,862 04	
Total income.....		\$576,054 97
Deductions from income:		
Interest on funded debt accrued during year.....	\$282,720 00	
Interest and discount on floating debt paid during year.....	2,258 38	
Taxes.....	62,409 89	
Permanent improvements.....	67,448 35	
		414,836 62
Net income.....		\$161,218 35
Deficit on December 31, 1890.....	\$1,029,467 53	
Surplus for year ending December 31, 1891.....	161,218 35	
Deficit December 31, 1891.....		868,249 18

Dr.	GENERAL BALANCE SHEET.		Cr.
Cost of road	\$24,633,665 50	Capital stock	\$12,804,000 00
Cost of equipment	472,345 38	Funded debt	12,284,740 00
Stocks of other companies owned	15,519 68	Floating debt	965,188 34
Other assets:		Accrued interest on funded debt not yet payable	13,280 00
Materials and supplies	131,630 57	Accruing obligations not yet due	16,023 29
Sundries	11,821 32	Canceled bonds of California Southern Railroad Co.	50,000 00
Deficit from operation	868,249 18		
Total	\$26,133,231 63	Total	\$26,133,231 63

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation ...	\$576,054 97	Interest on funded debt	\$282,720 00
Net amount decrease of other assets	24,013 94	Interest on funded debt accrued	2,258 38
Receipts from other sources ..	4,342 34	Other interest paid	62,409 89
Increase in accrued obligations not yet due	20,610 86	Reduction of floating debt ..	210,180 09
		Permanent improvements ..	67,390 15
		Equipment	58 20
		Securities purchased	5 40
Total	\$625,022 11	Total	\$625,022 11

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions.	Actual Earnings.
Passenger revenue	\$776,609 71		
Less repayments, tickets redeemed		\$2,036 68	
Excess fares refunded		1,162 81	
Other repayments		1,173 66	
Total deductions		\$4,373 15	
Total passenger revenue			\$772,236 56
Mail			58,313 30
Express			35,110 00
Extra baggage and storage			19,673 58
Other items			5,544 92
Total passenger earnings			\$890,878 36
Freight revenue	\$1,186,764 80		
Less repayments, overcharged to shippers		\$32,974 96	
Other repayments		12,515 45	
Total deductions		\$45,490 41	
Total freight revenue			\$1,141,274 39
Other items			80,770 58
Total freight earnings			\$1,222,044 97
Total passenger and freight earnings			\$2,112,923 33
Other earnings from operations:			
Switching charges	\$9,999 14		
Telegraph companies	6,587 20		
Rentals of buildings, tracks, yards, and terminals	5,780 47		
Other sources (see wharf earnings)	3,626 87		
Total other earnings			25,993 68
Total gross earnings from operation			\$2,138,917 01

WHARF OPERATIONS.

Santa Fe wharf operations:		
Gross earnings.....		\$8,297 91
Expenses:		
Superintendence, etc.....	\$2,545 44	
Wharf labor.....	1,120 84	
Wharf expenses.....	154 00	
Wharf repairs.....	109 69	
Tugs, labor, and expenses.....	182 72	
Tugs and lighters, repairs.....	655 10	
		4,767 79
Net earnings.....		\$3,530 12
National City wharf earnings.....		96 75
Total.....		\$3,626 87

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$143,938 54	\$107,019 57	\$250,958 11
Renewals of rails.....	11 17	6 86	18 03
Renewals of ties.....	5,581 03	4,457 18	10,038 21
Repairs of bridges and culverts.....	27,185 85	20,174 62	47,360 47
Repairs of fences, road-crossings, signs, and cattle guards.....	586 77	452 75	1,039 52
Repairs of buildings.....	7,394 38	5,413 42	12,807 80
Repairs of docks and wharves.....		799 20	799 20
Repairs of telegraph.....	1,163 99	845 67	2,009 66
Other expenses.....	7,473 74	5,452 09	12,925 83
Totals.....	\$193,335 47	\$144,621 36	\$337,956 83
Maintenance of equipment:			
Repairs and renewals of locomotives.....	\$25,706 33	\$18,823 44	\$44,529 77
Repairs and renewals of passenger cars.....	26,544 45		26,544 45
Repairs and renewals of freight cars.....		31,284 30	31,284 30
Repairs and renewals of ferry-boats, tugs, floats, and barges.....		91 40	91 40
Shop machinery, tools, etc.....	646 11	454 22	1,100 33
Other expenses.....	2,462 81	1,801 47	4,264 28
Totals.....	\$55,359 70	\$52,454 83	\$107,814 53
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen.....	\$73,344 59	\$51,334 86	\$124,679 45
Fuel for locomotives.....	77,277 14	182,274 00	359,551 14
Water supply for locomotives.....	6,704 59	4,847 85	11,552 44
All other supplies for locomotives.....	3,017 56	2,410 42	5,427 98
Wages for other trainmen.....	54,053 81	47,769 91	101,823 72
All other train supplies.....	21,632 32	5,334 02	26,966 34
Wages of switchmen, flagmen, and watch- men.....	21,528 42	15,718 87	37,247 29
Expense of telegraph, including train dis- patchers and operators.....	17,422 60	12,714 46	30,137 06
Wages of station agents, clerks, and laborers.....	38,079 35	57,567 34	95,646 69
Station supplies.....	2,456 58	1,897 30	4,353 88
Car mileage—balances.....	77,183 62	50,969 33	128,152 95
Loss and damage.....	5,333 65	8,445 14	13,778 79
Injuries to persons.....	2,592 79	1,598 89	4,191 68
Other expenses.....	3,644 75	4,536 16	8,180 91
Totals.....	\$504,271 77	\$447,418 55	\$951,690 68

OPERATING EXPENSES—Continued.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General expenses:			
Salaries of officers	\$17,611 65	\$13,133 31	\$30,744 96
Salaries of clerks	30,678 75	27,900 04	58,578 79
General office expenses and supplies	4,124 21	2,837 40	6,961 61
Agencies, including salaries and rent	9,390 86	7,451 23	16,842 09
Advertising	8,932 50	72 84	9,005 34
Commissions	9,897 96		9,897 96
Insurance	2,837 26	2,070 70	4,907 96
Expense of fast freight lines	512 45	4,872 64	5,385 09
Expense of stock yards and elevators		90 51	90 51
Rents of buildings, tracks, yards, and terminals	240 00	350 00	590 00
Legal expenses	6,121 53	5,544 13	10,665 66
Stationery and printing	6,342 72	5,387 67	11,730 39
Totals	\$96,689 89	\$68,710 47	\$165,400 36
Recapitulation of expenses:			
Maintenance of way and structures	\$193,335 47	\$144,621 36	\$337,956 83
Maintenance of equipment	55,359 70	52,454 83	107,814 53
Conducting transportation	504,271 77	447,418 55	951,690 32
General expenses	96,689 89	68,710 47	165,400 36
Grand totals	\$849,656 83	\$713,205 21	\$1,562,862 04
Percentage of operating expenses to earnings	97.37	58.36	73.07

IMPORTANT CHANGES DURING THE YEAR.

The operation of the road of the San Bernardino and Eastern Railway Company was commenced by this company on August 17, 1891, pending a proposed consolidation. The line extends from Highland Junction, near San Bernardino, to East Highland, and will, in the near future, be extended 3.69 miles to Mentone, the terminus of the Redlands branch. The two branches then together will form a loop line from San Bernardino back to San Bernardino, by way of Mentone.

CONTRACTS, AGREEMENTS, ETC.

1. Express with Wells, Fargo & Co.
2. Mails with United States Government Post Office Department.
3. Sleeping car, etc., with Pullman Palace Car Company.
4. Telegraph with Western Union Company.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Compensation.	Average Daily Compensation.
General officers	7	\$30,800 00	\$11 90
General office clerks	74	64,300 00	2 41
Station agents*	89	47,800 00	1 49
Other station men*	104	75,200 00	2 00
Enginemen	43	70,600 00	4 58
Firemen	43	43,000 00	2 74
Conductors	35	48,000 00	3 76
Other trainmen	69	65,100 00	2 60
Machinists	28	29,800 00	2 90
Carpenters (including car builders and repairers)	66	67,900 00	2 86
Other shopmen	113	82,000 00	2 01
Section foremen	64	49,500 00	2 15
Other trackmen	230	155,100 00	1 87
Switchmen, flagmen, and watchmen	44	41,000 00	2 60
Telegraph operators and dispatchers*	10	10,300 00	2 76
All other employés and laborers	114	83,570 00	2 03
Totals	1,133	\$963,970 00	\$2 36

* Fifty-four station agents and other station employés are also telegraph operators.

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	732,471	
Number of passengers carried one mile	27,266,771	
Average distance carried—miles	37.23	
Total passenger revenue		\$772,236 56
Amount received from each passenger		1 05
Average receipts per passenger per mile		02.832
Cost of carrying each passenger one mile		03.116
Passenger earnings per mile of road		1,595 01
Passenger earnings per train mile		1 09
Freight traffic:		
Number of tons carried of freight earning revenue	474,110	
Number of tons carried one mile	42,192,971	
Average distance haul of one ton—miles	89	
Total freight revenue		1,141,274 39
Amount received for each ton of freight		2 41
Average receipts per ton per mile		02.468
Cost of carrying one ton one mile		01.690
Freight earnings per mile of road		2,355 77
Freight earnings per train mile—north or east		2 80
Freight earnings per train mile—south or west		2 00
Passenger and freight:		
Passenger and freight earnings		1,913,510 95
Passenger and freight earnings per mile of road		3,949 78
Expense per mile of road		3,225 99
Total earnings per mile of road, including mails, express, etc.		4,415 05
Train mileage:		
Miles run by passenger trains	667,802	
Miles run by freight trains	388,504	
Miles run by mixed trains	123,162	
Total mileage trains earning revenue	1,179,468	
Miles run by switching trains	211,170	
Miles run by construction and other trains	74,415	
Total train mileage	1,465,053	
Mileage of loaded freight cars—north or east	2,269,489	
Mileage of loaded freight cars—south or west	1,855,061	
Mileage of empty freight cars—north or east	939,384	
Mileage of empty freight cars—south or west	1,596,270	
Average number of freight cars in train	15	
Average number of loaded cars in train	9	
Average number of empty cars in train	6	
Average number of tons of freight in train	33	
Average number of tons of freight in each loaded car	3.7	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.	Total Tons.	Per Cent.
Products of agriculture:				
Grain	28,460	7,037	35,497	7.49
Flour	2,105	3,060	5,166	1.09
Other mill products	3,056	1,116	4,172	.88
Hay	8,854	842	9,696	2.05
Fruit and vegetables	52,599	8,260	60,858	12.84
Products of animals:				
Live stock	3,360	2,586	5,946	1.25
Dressed meats	154	56	210	.04
Other packing-house products	155	3,490	3,645	.77
Poultry, game, and fish	284	908	1,192	.25
Wool	1,324	128	1,452	.31
Hides and leather	453	47	500	.11
Products of mines:				
Anthracite coal		53	53	.01
Bituminous coal	4,078	61,111	65,189	13.75
Coke	35	1,130	1,165	.25
Ores	258	322	580	.12
Stone, sand, and other like articles	18,533	2,692	21,225	4.48
Products of forest:				
Lumber	28,165	73,211	101,376	21.37
Manufactures:				
Petroleum and other oils	1,138	9,088	10,226	2.16
Sugar	352	394	746	.16
Iron, pig and bloom	311	340	651	.14
Iron and steel rails	353	3,929	4,282	.90
Other castings and machinery	1,357	2,459	3,816	.81
Bar and sheet metal	2,604	6,616	9,220	1.94
Cement, brick, and lime	34,817	10,953	45,770	9.65
Agricultural implements	345	1,037	1,382	.29
Wagons, carriages, tools, etc.	284	2,134	2,418	.51
Wines, liquors, and beers	2,918		5,376	1.13
Household goods and furniture	3,039		7,288	1.54
Merchandise	33,624	21,723	55,347	11.67
Miscellaneous	4,934	4,732	9,666	2.04
Total tonnage	237,949	236,161	474,110	100.00

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.	With Train- Brake.
Locomotives:		
Passenger.....	12	12
Freight.....	8	8
Switching.....	1	1
Totals.....	21	21
Cars in passenger service:		
Second-class passenger cars.....	9	9
Combination passenger cars.....	7	7
Baggage, express, and postal cars.....	3	3
Other cars in passenger service.....	1	1
Totals.....	20	20
Cars in freight service:		
Box cars.....	43	43
Flat cars.....	99	99
Coal cars.....	30	30
Totals.....	172	172
Cars in company's service:		
Pile-driver cars.....	2	
Derrick cars.....	1	
Boarding cars.....	5	
Other road cars (hand, 63; push, 49; cinder, 10).....	122	10
Totals.....	130	10
Total owned.....	322	

The kind of train-brake in use is the Westinghouse. The passenger cars are also fitted with the Miller automatic coupler.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Leased.	Total Mileage.	Con- structed During Year.	Steel Rails.
Length of single track.....	*396.30	78.97	9.19	484.46		484.46
Length of yard track, sidings, and spurs.....	71.80	11.50		83.30	1.50	83.30
Aggregate length of all tracks.....	468.10	90.47	9.19	567.76	1.50	567.76

The total mileage is in the State of California.

*Nine one hundredths of a mile deducted, to adjust error in mileage deducted previously for old line at Garvanza, abandoned.

RENEWALS OF RAILS AND TIES.

New ties laid during year, 25,316. Average price at distributing point, 43 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Bituminous Coal—Tons.	Hard Wood— Cords.	Total Fuel Consumed— Tons.*	Miles Run.	Average lbs. Consumed per Mile.
Passenger.....	18,806 ^{5.00} _{20.00}	306	19,010 ^{5.00} _{20.00}	796,026	48
Freight.....	24,228 ^{3.00} _{20.00}	397 ⁵ ₁₆	24,493 ^{3.00} _{20.00}	566,107	87
Switching.....	3,511 ^{7.00} _{20.00}	56 ³ ₆	3,548 ^{7.00} _{20.00}	208,670	34
Construction.....	1,875 ^{8.30} _{20.00}	27	1,893 ^{8.30} _{20.00}	108,150	35
Totals.....	48,421 ^{16.00} _{20.00}	786 ¹⁰ ₁₆	48,946 ^{43.00} _{20.00}	1,678,953	58

The average cost at distributing point is \$7 50 per ton for coal, and \$4 76 per cord for wood.

*One and one half cords of wood make one ton of coal.

ACCIDENTS.

Persons.	Killed.	Injured.	Total.	Kind of Accident.	Killed.	Injured.	Total.
Passengers		6	6	Derailments		3	3
Employees		54	54	Coupling cars		14	14
Other persons	6	3	9	Grade crossings	3	1	4
				Other causes	3	45	48
Totals	6	63	69	Totals	6	63	69

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles	Length of Straight Track—Miles
National City to San Bernardino	129.6	292	39.1	90.5
San Bernardino to Barstow	81.0	154	20.3	60.7
San Bernardino to Los Angeles	61.9	64	10.7	51.2
Los Angeles to Los Angeles Junction	83.1	85	13.1	70.0
East Riverside to Orange	40.7	52	9.5	31.2
Perris to San Jacinto	19.4	4	1.9	17.5
Escondido Junction to Escondido	21.2	54	8.7	12.5
San Bernardino to Mentone	12.5	16	3.4	9.1
Ballona Junction to Port Ballona	15.1	20	2.5	12.6
Inglewood to Redondo Beach	10.8	20	3.9	6.9
Highland Junction to East Highland	9.2	13	3.1	6.1
Totals	484.5	774	116.2	368.3

Working Divisions or Branches.	Profile.						
	Length of Level Track—Miles	Number of Ascending Grades	Sum of Ascents—Feet	Aggregate Length of Ascending Grades—Miles	Number of Descending Grades	Sum of Descents—Feet	Aggregate Length of Descending Grades—Miles
National City to San Bernardino	28.0	35	2,691	76.8	17	1,631	24.8
San Bernardino to Barstow	8.5	11	2,854	29.1	30	1,824	43.4
San Bernardino to Los Angeles	3.9	12	749	17.7	12	1,585	40.3
Los Angeles to L. Angeles Junc.	18.3	31	886	26.8	31	965	38.0
East Riverside to Orange	9.0	16	131	5.0	16	896	26.7
Perris to San Jacinto	2.3	7	213	12.2	6	127	4.9
Escondido Junc. to Escondido	2.6	10	909	14.1	10	309	4.5
San Bernardino to Mentone	0.7	3	642	9.6	3	84	2.2
Ballona Junc. to Port Ballona	4.9	4	269	8.5	4	47	1.7
Inglewood to Redondo Beach	2.7	4	147	6.1	3	52	2.0
Highland Junc. to E. Highland	0.2	4	289	6.0	3	94	3.0
Totals	81.1	137	9,780	211.9	135	7,614	191.5

Bridges: Iron, 2; wooden, 631.

Trestles: Aggregate length, 4,690 feet.

Gauge of track: 4 feet 8½ inches.

Telegraph: Owned and operated by this company jointly with Western Union Telegraph Company, 482 miles of line, or 612.8 miles of wire.

Number of stations on all roads operated by this company in California: 144.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From National City to Fallbrook.....	January 2, 1882.
From Fallbrook to Temecula.....	March 27, 1882.
From Temecula to 105-mile siding.....	April 24, 1882.
From 105-mile siding to 109-mile siding.....	July 10, 1882.
From 109-mile siding to 116-mile siding.....	July 28, 1882.
From 116-mile siding to East Riverside.....	August 12, 1882.
From East Riverside to Colton.....	August 21, 1882.
From Colton to San Bernardino.....	September 13, 1883.
From San Bernardino to Barstow.....	November 15, 1885.
From Los Angeles to Pasadena.....	September 17, 1885.
From Pasadena to Olivewood.....	October 1, 1885.
From Olivewood to Lamanda Park.....	November 7, 1885.
From East Riverside to Riverside.....	January 8, 1886.
From Riverside to Arlington.....	March 15, 1886.
From Lamanda Park to San Bernardino.....	May 31, 1887.
From Arlington to Rincon.....	June 27, 1887.
From Rincon to Santa Ana.....	September 15, 1887.
From Los Angeles to Port Ballona.....	September 23, 1887.
From Santa Ana to San Juan.....	November 30, 1887.
From Escondido Junction to Escondido.....	December 31, 1887.
From San Bernardino to Mentone.....	February 1, 1888.
From Inglewood to Redondo Beach.....	April 16, 1888.
From Perris to San Jacinto.....	April 30, 1888.
From Ballona Junction to Orange.....	August 12, 1888.
From San Juan to Los Angeles Junction.....	August 12, 1888.
From Highland Junction to East Highland.....	August 17, 1891.

GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, ETC.

Character of Donation.	Cash.
Cash account to Escondido Division.....	\$110,000 00
Cash and land account to San Jacinto Valley Division.....	55,000 00

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, ETC.

San Diego Division, depot grounds, 258.05 acres; right of way, average width, 100 feet for 129.6 miles.

San Bernardino Division, depot grounds, 67.59 acres; right of way, average width, 100 feet for 81 miles.

Los Angeles Division, depot grounds, 47.41 acres; right of way, average width, 100 feet for 34.9 miles.

Coast Division, depot grounds, 62.20 acres; right of way, average width, 100 feet for 74.7 miles.

Riverside Division, depot grounds, 49.23 acres; right of way, average width, 100 feet for 38.7 miles.

San Jacinto Valley Division, depot grounds, 25.07 acres; right of way, average width, 100 feet for 19.4 miles.

Escondido Division, depot grounds, 29.04 acres; right of way, average width, 100 feet for 20.1 miles.

San Bernardino Valley Division, depot grounds, 13.22 acres; right of way, average width, 50 feet for 11.8 miles.

La Ballona Division, depot grounds, 4.28 acres; right of way, average width, 40 feet for 14.4 miles.

Redondo Division, depot grounds, 5.28 acres; right of way, average width, 106 feet for 10.8 miles.

A. Manvel, President of the Southern California Railway Company, and J. W. Reinhart, Vice-President and General Auditor of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

A. MANVEL,
J. W. REINHART.

COMMONWEALTH OF MASSACHUSETTS, }
County of Suffolk. } ss.

Subscribed and sworn to by J. W. Reinhart, before me, this fourth day of May, 1892.

GEO. L. GOODWIN,
Notary Public.

STATE OF ILLINOIS, }
County of Cook. } ss.

Subscribed and sworn to by A. Manvel, before me, this first day of June, 1892.

EDWIN FAULKNER,
Notary Public.

ATLANTIC AND PACIFIC RAILROAD COMPANY.

ALBUQUERQUE, N. M., April 23, 1892.

To the honorable Board of Railroad Commissioners of the State of California:

GENTLEMEN: Pursuant to the understanding reached at a conference had between the honorable Board and William C. Hazledine, the then solicitor of this company, on the tenth day of February, 1887, I have the honor to submit, attached hereto, a report of the Atlantic and Pacific Railroad Company for the year ending December 31, 1891, which I have had compiled, as nearly as possible in the form prescribed by your Board, from the report made by our company to the Secretary of the Interior of the United States, as provided for in the Act incorporating this company. In submitting this report I desire to call your attention to the position assumed by this company, which is, that being a Federal corporation, created by the supreme legislative authority of the Nation, and being by that Act constituted a Federal agency, fully empowered to fix and determine our own rates of fares and freights, and being required to make an annual report to the Secretary of the Interior, according to a form prescribed by his department, we do not believe that we could be lawfully required or legally compelled to make any report to your honorable Board; but being willing and anxious to aid you, so far as may be, in the performance of your duties, we take pleasure in handing you as full a report as can conveniently be compiled from the one furnished the Secretary of the Interior, as aforesaid, hoping and believing it will give you generally such information as you may require, at the same time protesting that, in making this report, we do not do so under compulsion, but voluntarily, not intending thereby to waive any rights the Atlantic and Pacific Railroad Company has or may have by its Federal charter, or otherwise, but hereby expressly reserving to it every right and immunity from State control, or otherwise, it may have as a national corporation, Federal agency, and interstate railroad.

Respectfully submitted.

C. N. STERRY,
General Attorney.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	George C. McGowan ..	95 Milk Street, Boston.
President	Allen Manvel	Menodnock Kearsage Building, Chicago.
Vice-President	J. W. Reinhart	95 Milk Street, Boston.
Vice-President	A. A. Robinson	Topeka, Kansas.
Secretary	H. W. Gardiner	95 Milk Street, Boston.
Treasurer	J. W. Reinhart	95 Milk Street, Boston.
Cashier	C. E. Crary	Albuquerque, N. M.
General Counsel	John J. McCook	120 Broadway, New York.
General Solicitor	George R. Peck	Topeka, Kansas.
General Attorney	C. N. Sterry	Albuquerque, N. M.
Auditor	W. W. Pope	Albuquerque, N. M.
Auditor	J. W. Reinhart	95 Milk Street, Boston.
General Superintendent	T. R. Gabel	Albuquerque, N. M.
Assistant General Superintendent	J. W. Walker	Albuquerque, N. M.
Superintendent of Transportation	John Denair	Albuquerque, N. M.
General Passenger and Freight Agent	W. A. Bissell	"Chronicle" Building, San Francisco.
General Agent	H. S. Van Slyck	Albuquerque, N. M.
Superintendent of Telegraph	Andrew Smith	Albuquerque, N. M.
Land Commissioner	J. A. Williamson	Menodnock Kearsage Building, Chicago.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.	Differences.
Construction:		
Buildings, furniture, and fixtures	\$1,816 22	\$1,816 22
Sidings and yard extensions	1,141 71	1,141 71
Total construction	\$2,957 93	\$2,957 93
Equipment:		
Locomotives	\$15,843 72	\$15,843 72
Passenger, sleeping, parlor, dining, baggage, express, postal, and combination cars	3,700 08	3,700 08
Freight cars	23,519 76	23,519 76
Machinery and tools	856 01	856 01
Total equipment	\$43,919 57	\$43,919 57
Grand total construction and equipment	\$46,877 50	\$46,877 50

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.	Net Additions During Year.	Total Cost to Dec. 31, 1891.
Construction:			
Fences	\$626 30		\$626 30
Grading and bridge and culvert masonry	808 84		808 84
Bridges and trestles	5,818 44		5,818 44
Rails	2,968 93		2,968 93
Ties	689 50		689 50
Buildings, furniture, and fixtures	23,300 91	\$1,816 22	25,117 13
Shop machinery, tools	3,940 04		3,940 04
Engineering expenses	1,529 22		1,529 22
Sidings and yard extensions	7,480 59	1,141 71	7,480 59
Other items	10,125 70		10,125 70
Total construction	\$57,288 47	\$2,957 93	\$60,246 40

EXPENDITURE ACCOUNT.

Taxes	\$36,264 00
Rentals	16,941 84
Total	\$53,205 84

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$188,247 68
Mail	35,994 46
Express	39,564 96
Total passenger earnings	\$263,807 10
Freight revenue	581,300 31
Total passenger and freight earnings	\$845,107 41
Other earnings from operations	3,026 29
Total gross earnings from operation	\$848,133 70

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$51,762 99	\$63,522 07	\$115,285 06
Renewals of rails	456 58	560 30	1,016 88
Renewals of ties	54,514 82	66,899 04	121,413 86
Repairs of bridges and culverts	9,686 07	11,886 46	21,572 53
Repairs of fences, road-crossings, signs, and cattle guards	27 16	33 34	60 50
Repairs of buildings	2,769 13	3,398 20	6,167 33
Repairs of telegraph	23 89	29 32	53 21
Other expenses	2,315 96	2,842 07	5,158 03
Totals	\$120,643 44	\$148,050 20	\$268,693 64
Maintenance of equipment:			
Repairs and renewals of locomotives	\$32,595 70	\$40,000 51	\$72,596 21
Repairs and renewals of passenger cars	9,936 16		9,936 16
Repairs and renewals of freight cars		46,327 09	46,327 09
Other expenses	2,003 45	2,458 57	4,462 02
Totals	\$44,535 31	\$88,786 17	\$133,321 48
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$37,705 99	\$46,271 72	\$83,977 71
Fuel for locomotives	30,223 05	37,088 86	67,311 91
Water supply for locomotives	8,702 52	10,679 48	19,382 00
All other supplies for locomotives	2,542 64	3,120 26	5,662 90
Wages for other trainmen	22,301 61	27,367 91	49,669 52
All other train supplies	3,558 92	4,367 41	7,926 33
Wages of switchmen, flagmen, and watch- men	5,361 02	6,578 89	11,939 91
Expense of telegraph, including train dis- patchers and operators	7,215 58	8,857 75	16,073 33
Wages of station agents, clerks, and laborers	8,387 73	10,293 19	18,680 92
Station supplies	637 74	782 62	1,420 36
Car mileage, balances	19,771 27	24,262 74	44,034 01
Loss and damage	1,318 35	8,382 51	9,700 86
Injuries to persons	1,967 55	298 87	2,266 42
Other expenses	13,437 60	16,490 24	29,927 84
Totals	\$163,131 57	\$204,842 45	\$367,974 02
General expenses:			
Salaries of officers	\$2,639 68	\$3,239 33	\$5,879 01
Salaries of clerks	4,204 62	5,159 78	9,364 40
General office expenses and supplies	325 87	399 89	725 86
Agencies, including salaries and rent	6,111 90	7,500 36	13,612 26
Advertising	32 68	40 10	72 78
Insurance	2,864 67	3,515 44	6,380 11
Rents of buildings, tracks, yards, and ter- minal	644 40	790 80	1,435 20
Legal expenses	2,429 33	2,981 20	5,410 53
Stationery and printing	438 59	538 22	976 81
Other general expenses	1,216 46	1,492 80	2,709 26
Totals	\$20,908 20	\$25,657 92	\$46,566 12
Recapitulation of expenses:			
Maintenance of way and structures	\$120,643 44	\$148,050 20	\$268,693 64
Maintenance of equipment	44,535 31	88,786 17	133,321 48
Conducting transportation	163,131 57	204,842 45	367,974 02
General expenses	20,908 20	25,657 92	46,566 12
Grand totals	\$349,218 52	\$467,336 74	\$816,555 26

Percentage of operating expenses to earnings, 96.28.

There was paid for the rental of locomotives and cars the sum of \$16,444 55.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	3	\$4,653 84	
General office clerks.....	26	8,721 48	\$3 02
Station agents.....	7	5,850 00	2 32
Other station men.....	9	7,452 00	2 30
Enginemen.....	44	60,711 00	4 40
Firemen.....	45	35,081 52	2 50
Conductors.....	27	32,933 60	3 39
Other trainmen.....	56	52,829 04	2 62
Machinists.....	24	23,589 48	3 15
Carpenters.....	15	12,600 00	2 69
Other shopmen.....	69	41,322 32	1 92
Section foremen.....	27	20,762 04	2 46
Other trackmen.....	302	96,069 68	1 02
Switchmen, flagmen, and watchmen.....	11	8,060 68	2 04
Telegraph operators and dispatchers.....	19	16,451 64	2 40
All other employés and laborers.....	45	30,654 20	1 90
Totals.....	729	\$457,742 52	

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	51,162	
Number of passengers carried one mile.....	9,550,344	
Average distance carried—miles.....	187	
Total passenger revenue.....		\$188,247 68
Amount received from each passenger.....		3 68
Average receipts per passenger per mile.....		01.97
Cost of carrying each passenger one mile.....		03.66
Passenger earnings per mile of road.....		742 02
Passenger earnings per train mile.....		62.88
Freight traffic:		
Number of tons carried of freight earning revenue.....	248,299	
Number of tons carried one mile.....	49,440,612	
Average distance haul of one ton—miles.....	199	
Total freight revenue.....		581,300 31
Amount received for each ton of freight.....		2 34
Average receipts per ton per mile.....		01.18
Cost of carrying one ton one mile.....		00.945
Freight earnings per mile of road.....		2,306 75
Freight earnings per train mile—east or west.....		1 58.22
Passenger and freight:		
Passenger and freight earnings.....		845,107 41
Passenger and freight earnings per mile of road.....		3,053 77
Expense per mile of road.....		3,240 30
Total earnings per mile of road, including mails, express, etc.....		3,353 60
Train mileage:		
Miles run by passenger trains.....	299,366	
Miles run by freight trains.....	367,393	
Total mileage trains earning revenue.....	666,759	
Miles run by switching trains.....	103,365	
Miles run by construction and other trains.....	8,956	
Total train mileage.....	779,080	
Mileage of loaded freight cars—east.....	2,232,728	
Mileage of loaded freight cars—west.....	2,968,132	
Mileage of empty freight cars—east.....	1,191,236	
Mileage of empty freight cars—west.....	597,031	
Average number of freight cars in train.....	19	
Average number of loaded cars in train.....	13	
Average number of empty cars in train.....	6	
Average number of tons of freight in train.....	69	
Average number of tons of freight in each loaded car.....	5	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road.	From Connecting Roads.	Total Tons.	Per Cent.
Products of agriculture:				
Grain	9	2,548	2,557	1.03
Flour	16	1,970	1,986	.80
Other mill products		1,849	1,849	.74
Hay	40	1,856	1,896	.76
Tobacco		284	284	.11
Cotton		11	11	
Fruit and vegetables	6	30,334	30,340	12.22
Products of animals:				
Live stock	25	6,614	6,639	2.67
Dressed meats		14	14	
Other packing-house products		4,734	4,734	1.91
Poultry, game, and fish		236	236	.10
Wool		1,518	1,518	.61
Hides and leather	13	258	271	.11
Products of mines:				
Anthracite coal		76	76	.03
Bituminous coal		58,789	58,789	23.68
Coke		12	12	
Ores	333	639	972	.39
Stone, sand, and other like articles	10	5,473	5,483	2.21
Salt	2	443	445	.18
Borax	6,054	828	6,882	2.77
Products of forest:				
Lumber	14	9,530	9,564	3.85
Manufactures:				
Petroleum and other oils		9,879		
Sugar		10,668		
Iron, pig and bloom		225	225	.09
Iron and steel rails		4,246	4,246	1.71
Other castings and machinery	20	6,887	6,907	2.78
Bar and sheet metal		4,764	4,764	1.92
Cement, brick, and lime		419	419	.17
Agricultural implements	1	1,793	1,794	.72
Wagons, carriages, tools, etc.	46	3,100	3,146	1.27
Wines, liquors, and beers	1	6,696	6,697	2.70
Household goods and furniture	19	5,954	5,973	2.41
Merchandise	241	52,186	52,427	21.12
Miscellaneous	32	6,564	6,596	2.66
Total tonnage	68,82	241,417	248,299	100.00

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.	With Train- Brake.	With Automatic Coupler.
Locomotives:				
Passenger, freight, and switching		46	46	46
Cars in passenger service:				
First-class passenger cars		8	8	8
Baggage, express, and postal cars		8	8	8
Other cars in passenger service		2	2	2
Totals		18	18	18
Cars in freight service:				
Box cars		119	19	
Flat cars		384		
Stock cars		71		
Coal cars		265		
Totals		839	19	
Cars in company's service:				
Cars, water, and oil tanks	19	90	5	
Derrick cars		2		
Caboose cars	19	42	27	
Other road cars		90		
Totals	38	224	32	
Cars contributed to fast-freight line service		43	43	
Total owned		1,124	112	
Cars leased		1,426	1,426	
Grand totals	38	2,550	1,538	

The Westinghouse train-brake and Miller coupler are used on this road.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Owned.	Leased.	Total Mileage.	Steel Rails.
Length of single track	9.912	242.37	252.282	252.282
Length of yard track, sidings, and spurs		19.373	19.373	19.373
Aggregate length of all tracks	9.912	261.743	271.655	271.655

The mileage of line operated by this company in California is 271.655 miles.

RENEWALS OF TIES.

Pine and redwood ties to the number of 177,877 were laid during the year. The average price at distributing point was 57 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal— Tons.	Wood— Cords.	Total Fuel Consumed— Tons.	Average Pounds Con- sumed per Mile.
Passenger	13,146	53	13,172½	90.97
Freight	28,604	114	28,661	122.38
Switching	2,153	2	2,154	41.68
Construction	839		839	80.40
Totals	44,742	169	44,826½	101.62

The average cost at distributing points was \$1 53 per ton for coal, and \$1 per cord for wood.

ACCIDENTS.

Persons.	Killed.	Injured.	Total.	Kind of Accident.	Killed.	Injured.	Total.
Passengers -----		7	7	Collisions -----		1	1
Employés -----	2	18	20	Derailments -----	1	11	12
Other persons -----		1	1	Coupling cars -----		1	1
				Other causes -----	1	13	14
Totals -----	2	26	28	Totals -----	2	26	28

CHARACTERISTICS OF ROAD.

Needles to Mojave: Length, 240.9 miles; number of curves, 208; aggregate length of curved lines, 46.3 miles; length of straight track, 194.6 miles; length of level track, 19.3 miles; number of ascending grades, 381; sum of ascents, 52,761 feet; aggregate length of ascending grades, 135.4 miles; number of descending grades, 170; sum of descents, 3,015 feet; aggregate length of descending grades, 86.2 miles.

Bridges: Wooden, 627.

Trestles: Aggregate length, 23,690 feet.

Gauge of track: 4 feet 8½ inches.

Telegraph: Owned and operated by this company, 252.282 miles of line, or 433.013 miles of wire. Operated by Western Union, 252.282 miles of line.

Number of stations on all roads operated by this company in California, 27.

TERRITORY OF NEW MEXICO,)
County of Bernalillo.)

C. N. Sterry, General Attorney for the Atlantic and Pacific Railroad Company (Western Division), being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing report, have been compiled and prepared under his supervision from the report of said company to the honorable Secretary of the Interior of the United States for the year 1891, in accordance with an understanding had with said Railroad Commissioners on February 10, 1887, by William C. Hazeldine, the then solicitor of said company, and that to the best of his knowledge, and as he verily believes, the same contains a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891, as the same are shown by said report to said Secretary of the Interior.

C. N. STERRY.

Subscribed and sworn to before me, this twenty-third day of April, A. D. 1892.

[SEAL.]

KARL O. SNYDER,
United States Commissioner, District of New Mexico.

SAN FRANCISCO AND NORTH PACIFIC RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: San Francisco and North Pacific Railway Company.
2. Date of organization: March 19, 1889.
3. Under the laws of what Government, State, or Territory organized: Laws of California.
4. Names and charters of the constituent companies:

Name.	Date of Organization.
San Francisco and North Pacific Railroad Company	June 29, 1877
San Francisco and San Rafael Railroad Company	
Sonoma Valley Railroad Company	July 24, 1878
Marin and Napa Railroad Company	
Cloverdale and Ukiah Railroad Company	

All these companies were chartered under the Civil Code of California, and sold, assigned, and transferred to the San Francisco and North Pacific Railway Company all their roadway, depot grounds, stations, rolling stock, and other material, on March 19, 1889, except certain old material belonging to J. M. Donahue, personally.

5. Date and authority for each consolidation: The San Francisco and North Pacific Railroad Company was formed by the consolidation of: The Sonoma and Marin Railroad Company, organized November 13, 1874; the Fulton and Guerneville Railroad Company, organized May 23, 1876; and the reorganization of the San Francisco and Humboldt Bay Railroad Company.

The San Francisco and North Pacific Railway Company was formed in March, 1889, by transfer from the following companies: San Francisco and North Pacific Railroad Company, Sonoma Valley Railroad Company, Marin and Napa Railroad Company, Cloverdale and Ukiah Railroad Company, and San Francisco and San Rafael Railroad Company.

The San Francisco and North Pacific Railway Company issued \$6,000,000 stock and \$4,000,000 worth of first mortgage 5 per cent 30-year \$1,000 bonds, due January 1, 1919; interest payable, commencing July 1, 1889, on the first of January and first of July. The mortgage further provides for an additional issue of \$500,000 on extensions, at the rate of not exceeding \$25,000 per mile of railroad in excess of 160 miles already constructed. Provision is made for a sinking fund of \$25,000 per annum, for the purchase of the bonds in the market at not exceeding \$110 and interest.

The San Francisco and North Pacific Railroad Company (one of the said companies), 106 miles, was incorporated June 29, 1877, and November 13, 1874, and the Fulton and Guerneville Railroad, chartered May 23, 1877. Road opened from Donahue to Santa Rosa (23 miles), January 1, 1870; to Windsor (9 miles), March 1, 1871; to Grants (4 miles), April 10, 1871; to Healdsburg (2 miles), July 1, 1871; and to Cloverdale (18 miles), April 18, 1872. The Guerneville branch was opened May 29, 1876, and the Petaluma branch June 2, 1879. Included in the main line was a section of 9 miles, Point Tiburon to San Rafael, leased.

The Sonoma Valley Railroad Company (also one of the said companies), 21.43 miles, was incorporated July 24, 1878; road opened August 23, 1880. The Sonoma and Santa Rosa Railroad was opened August 15, 1882. The two companies were consolidated during 1885.

ORGANIZATION.

Names of Directors.	Post Office Address.
J. F. Burgin	San Francisco, Cal.
P. N. Lillenthal	San Francisco, Cal.
Peter J. McGlynn	San Francisco, Cal.
Charles F. Hanlon	San Francisco, Cal.
Alfred L. Seligman	San Francisco, Cal.
Henry T. Scott	San Francisco, Cal.
Russell J. Wilson	San Francisco, Cal.

Date of expiration of term of Directors: Third Tuesday in January.

Number of stockholders at date of last election: 9.

Last meeting of stockholders for election of Directors: January 19, 1892.

Post Office address of general and operating offices: No. 410 Mission Street, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President.....	J. F. Burgin.....	410 Mission Street.
Vice-President.....	P. N. Lilienthal.....	410 Mission Street.
Secretary.....	Thos. Mellersh.....	410 Mission Street.
Treasurer.....	Alfred L. Seligman.....	410 Mission Street.
Cashier.....	W. J. McMullin.....	410 Mission Street.
Chief Engineer.....	F. K. Zook.....	410 Mission Street.
General Solicitor.....	Charles F. Hanlon.....	"Chronicle" Building.
Comptroller.....	Thos. Mellersh.....	410 Mission Street.
General Manager.....	H. C. Whiting.....	410 Mission Street.
Superintendent.....	W. G. Corbaley.....	San Rafael, Cal.
General Passenger and Ticket Agent.....	Peter J. McGlynn.....	410 Mission Street.
General Freight Agent.....	W. H. Menton.....	410 Mission Street.
Assistant General Passenger, Ticket, and Freight Agent.....	W. G. McMullin.....	410 Mission Street.
General Baggage Agent.....	W. H. Menton.....	410 Mission Street.

PROPERTY OPERATED.

Name.	Terminals.	Description.	Miles.
San Francisco and North Pacific Railway Company.....	Tiburon to Ukiah.....	Main line.....	106.00
	Donahue to Junction.....	Branch line.....	5.76
	Fulton to Guerneville.....	Branch line.....	17.61
	Santa Rosa to Sebastopol.....	Branch line.....	6.25
	Ignacio to Glen Ellen.....	Branch line.....	26.63
Total.....			162.25

CAPITAL STOCK.

The total par value of authorized capital stock is \$6,000,000, divided into shares of \$100 each. The total amount issued and outstanding is \$6,000,000.

Manner of payment for capital stock: Issued for construction, 60,000 shares; total cash realized, \$6,000,000. Issued by San Francisco and North Pacific Railway Company in payment for the several properties acquired March 19, 1889, and reorganized.

FUNDED DEBT.

In January, 1889, first mortgage bonds to the amount of \$4,500,000 were authorized to be issued, of which amount there was issued and now outstanding \$4,124,000. These bonds are to mature in 1919, and bear 5 per cent interest, payable in January and July. The total interest accrued during the year is \$206,882 50, all of which has been paid.

SECURITY FOR FUNDED DEBT.

As security for the funded debt, the entire mileage of the San Francisco and North Pacific Railway Company, a total of 162.25 miles, together with all equipment and property, was mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable.....	\$9,844 08	Cash.....	\$223 38
Audited vouchers and ac- counts.....	27,824 27	Due from agents.....	5,347 15
Wages and salaries.....	19,761 80	Due from solvent companies and individuals.....	13,614 55
		Balance floating debt.....	38,245 07
Total.....	\$57,430 15	Total.....	\$57,430 15

RECAPITULATION.

Accounts.	Total Amount.	Miles.	Amount per Mile of Road.
Capital stock	\$6,000,000 00	162.25	\$36,474 97
Funded debt	4,124,000 00		25,417 56
Floating debt, balance of	38,245 07		235 72
Totals	\$10,162,245 07	162.25	\$62,128 25

\$24,000 worth of bonds redeemed July 1, 1889; \$26,000 worth redeemed July 1, 1890;
 \$26,000 worth redeemed July 1, 1891.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.
Construction:	
Grading and bridge and culvert masonry	\$7,500 15
Bridges and trestles	2,188 59
Rails	7,321 94
Ties	1,169 00
Other superstructure	91 39
Buildings, furniture, and fixtures	12,031 58
Shop machinery and tools	1,478 57
Engineering expenses	155 50
Wharfing, etc. (new style, Tiburon)	21,384 77
Sidings and yard extensions	7,008 21
Other items	87,303 76
Total construction	\$147,633 46
Equipment:	
Passenger cars	\$488 62
Total equipment	\$488 62
Grand total construction and equipment	\$148,122 08

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.	Net Additions During Year.	Total Cost to Dec. 31, 1891.
Construction:			
Right of way	\$18,812 45		\$18,812 45
Fences	5,519 90		5,519 90
Grading and bridge and culvert masonry ..	11,941 59	\$7,500 15	19,441 74
Bridges and trestles	3,508 20	2,188 59	5,696 79
Rails	54,059 41	7,321 94	61,381 35
Ties	6,871 61	1,169 00	8,040 61
Other superstructure	2,785 66	91 39	2,877 05
Buildings, furniture, and fixtures	4,305 95	12,031 58	16,337 53
Shop machinery, tools	1,397 18	1,478 57	2,875 75
Engineering expenses	3,453 30	155 50	3,208 80
Interest and discount—account construction.	16,541 47		16,541 47
Telegraph line	34 50		34 50
Wharfing, etc.	859 77	21,384 77	22,244 54
Sidings and yard extensions	6,707 77	7,008 21	13,775 98
Road built by contract	15,556 51		15,556 51
Purchase of constructed road	29,930 08		29,930 08
Other items	2,374 48	87,303 76	89,678 24
Total construction	\$184,319 83	\$147,633 46	\$331,953 29
Equipment:			
Passenger cars	\$25,917 80	\$488 62	\$26,406 42
Other cars of all classes	979 60		979 60
Floating equipment	317 34		317 34
Total equipment	\$27,214 74	\$488 62	\$27,703 36
Purchase price of property under consolida- tion, not segregated	\$10,000,000 00		\$10,000,000 00
Grand total construction and equipment ..	\$10,211,534 57	\$148,122 08	\$10,359,656 65

The cost per mile of road is \$63,849 96.

INCOME ACCOUNT.

Gross earnings from operation	\$874,382 06	
Less operating expenses	519,448 32	
Deductions from income:		\$354,933 74
Interest on funded debt accrued during year ..	\$206,882 50	
Taxes	27,110 31	
		233,992 81
Net income		\$120,940 93
Other payments from net income (bonds redeemed) ..		25,000 00
Surplus on December 31, 1891		\$95,940 93

Dr.

GENERAL BALANCE SHEET.

Cr.

Cost of road and equipment ..	\$10,000,000 00	Capital stock	\$6,000,000 00
Other permanent investments ..	359,656 65	Funded debt	4,124,000 00
Cash items	223 38	Floating debt	57,430 15
Materials and supplies	45,482 19	Sinking Fund paid	76,000 00
Sinking Fund	1,397 50	Surplus from operation to date ..	166,893 77
Sundries	17,564 20		
Total	\$10,424,323 92	Total	\$10,424,323 92

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$354,933 74	Interest on funded debt paid	\$206,882 50
Net amount from sales of securities, etc.	1,040 00	Taxes	27,110 31
Net amount decrease of cash assets	38,033 25	Reduction of floating debt...	66,835 74
Net amount decrease of other assets	112,566 14	Sinking Fund	25,000 00
Receipts from other sources ..	1,917 93	Permanent improvements and equipment	148,122 08
		Increase of other assets	3,978 70
		Other expenditures	30,561 73
Total	\$508,491 06	Total	\$508,491 06

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions, etc.	Total Receipts.
Passenger revenue	\$431,735 00		
Less repayments		\$2,408 01	
Total passenger revenue			\$429,326 99
Mails	\$20,095 79		
Express	16,195 10		
Extra baggage and storage	1,284 65		
Other items (new privileges)	1,620 00		
			39,195 54
Total passenger earnings			\$468,522 53
Freight revenue	\$394,033 74		
Less repayments		\$2,830 63	
Total freight revenue			391,203 11
Total passenger and freight earnings			\$859,725 64
Other earnings from operations:			
Rentals of buildings, tracks, yards, and terminals	\$13,876 50		
Other sources	779 92		
Total other earnings			14,656 42
Total gross earnings from operation			\$874,382 06

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$39,217 90	\$33,407 85	\$72,625 75
Renewals of rails.....	3,558 47	3,031 30	6,589 77
Renewals of ties.....	6,455 32	5,498 99	11,954 31
Repairs of bridges and culverts.....	9,825 43	8,369 82	18,195 25
Repairs of fences, road-crossings, signs, and cattle guards.....	2,370 04	2,018 94	4,388 98
Repairs of buildings.....	4,109 25	3,500 48	7,609 73
Repairs of docks and wharves.....	1,130 83	963 31	2,094 14
Repairs of telegraph.....	17 43	14 85	32 28
Other expenses.....	5,038 37	4,291 98	9,330 37
Totals.....	\$71,723 06	\$61,097 52	\$132,820 58
Maintenance of equipment:			
Repairs and renewals of locomotives.....	\$6,188 21	\$5,271 45	\$11,459 66
Repairs and renewals of passenger cars.....	9,402 66		9,402 66
Repairs and renewals of freight cars.....		9,455 72	9,455 72
Repairs and renewals of ferry-boats, tugs, floats, and barges.....	4,749 63	4,045 99	8,795 62
Shop machinery, tools, etc.....	1,648 84	1,404 58	3,053 42
Other expenses.....	3,041 80	2,591 17	5,632 97
Totals.....	\$25,031 14	\$22,768 91	\$47,800 05
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen.....	\$11,607 43	\$9,887 82	\$21,495 25
Fuel for locomotives.....	34,439 81	29,337 62	63,777 43
Water supply for locomotives.....	996 96	849 28	1,846 24
All other supplies for locomotives.....	905 92	771 71	1,677 63
Wages for other trainmen.....	12,673 36	10,795 84	23,469 20
All other train supplies.....	2,587 40	2,204 09	4,791 49
Wages of switchmen, flagmen, and watch- men.....	865 74	737 50	1,603 24
Expense of telegraph, including train dis- patchers and operators.....	1,385 24	1,180 02	2,565 26
Wages of station agents, clerks, and laborers.....	16,322 85	13,904 66	30,227 51
Station supplies.....	1,446 48	1,232 19	2,678 67
Car mileage—balances.....	456 44	388 82	845 26
Loss and damage.....	1,277 67	1,088 39	2,366 06
Injuries to persons.....	247 81	211 10	458 91
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies.....	41,216 22	35,110 12	76,326 34
Other expenses.....	2,312 74	1,970 13	
Totals.....	\$128,742 07	\$109,669 29	\$238,411 36
General expenses:			
Salaries of officers.....	\$16,524 00	\$14,076 00	\$30,600 00
Salaries of clerks.....	7,012 44	5,973 56	12,986 00
General office expenses and supplies.....	1,858 40	1,583 09	3,441 50
Advertising.....	15,901 17	3,975 29	19,876 46
Insurance.....	2,043 67	1,740 91	3,784 58
Rents of buildings, tracks, yards, and ter- minal.....	7,011 17	5,972 48	12,983 65
Legal expenses.....	4,471 13	3,808 75	8,279 88
Other general expenses.....	4,570 70	3,893 56	8,464 26
Totals.....	\$59,392 69	\$41,023 64	\$100,416 33
Recapitulation of expenses:			
Maintenance of way and structures.....	\$61,723 06	\$61,097 52	\$132,820 58
Maintenance of equipment.....	25,031 14	22,768 91	47,800 05
Conducting transportation.....	128,742 07	109,669 29	238,411 36
General expenses.....	59,392 69	41,023 64	100,416 33
Grand totals.....	\$284,888 96	\$234,559 36	\$519,448 32
Percentage of operating expenses to earnings.....	32.577	26.847	59.417

IMPORTANT CHANGES DURING THE YEAR.

The Guerneville extension of 1.34 miles, to reach the timber belt, was finished in November, 1891.

The picnic grounds at El Campo were opened July 18, 1891.

The new ferry slip at Tiburon, for freight traffic, was finished in the fall of 1891.

STATEMENT OF EXPENDITURES.

Made under Agreement dated October 2, 1888, and Supplemented by an Agreement dated July 1, 1889, between James M. Donahue and J. & W. Seligman & Co., and Ladenburg, Thalman & Co., and ratified by San Francisco and North Pacific Railway Company, on July 16, 1889.

Sonoma Valley Railroad (widening gauge):		
Engineering expenses	\$710 30	
Bridges and trestles	8,783 08	
Broadening gauge (labor)	701 24	
Iron rails, 186½ tons, and labor	61,238 46	
Fastenings	5,196 23	
Cross-ties, 36,109, and labor	15,381 58	
Track tools	255 16	
Switches and frogs	824 18	
Right of way, etc.	265 15	
Grading	1,231 17	
Surfacing	1,325 56	
Fencing and cattle guards	1,007 11	
Turntables—Glen Ellen and Ignacio	1,349 18	
Ballasting	1,250 99	
Superintendence	330 50	
Station houses, platforms, etc.	1,384 10	
Interest	6,744 92	
Sidings—Glen Ellen, Sonoma, Hills, Buena Vista, Roses, Schellville, Madrone, and Chauvet	3,118 70	
Cloverdale and Ukiah Railroad (equipping, etc.):		\$112,097 61
New depots	\$4,952 14	
New fencing	10,967 93	
New engines	27,272 27	
New flat cars	12,779 74	
New box cars	12,312 17	
New steamer (construction of):		68,284 25
Engineering expenses	\$887 81	
Hull of steamer (lumber, labor, etc.)	12,214 03	
Hull of steamer (paid Dickle Bros., contractors)	48,250 00	
Machinery and boilers (paid Hinckley, Spiers & Hayes, con- tractors)	81,718 75	
Superintendence—wages	3,524 00	
Insurance	188 49	
Joinery work	20,510 60	
Painting	5,769 06	
Equipment	4,076 63	
Steering gear	1,915 50	
Track—cost of rails and fastenings	1,043 31	
Life boats	550 00	
Watching, plumbing, glazing, heating, dockage, stairs, fuel, etc.	3,408 77	
		184,056 95
Less amount derived from sale of old material, Sonoma Val- ley Railroad	\$65,600 01	
Less amount thereof paid executors of estate of James M. Donahue, deceased	32,138 28	
		33,461 73
Total		\$330,977 08
Total amount expended as above	\$330,977 08	
Amount agreed to be expended thereon by James M. Dona- hue, as above	243,673 32	
Expended in excess, and now transferred to construction account		87,303 76

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co., to carry express; United States, to carry mails; California Transfer Company, to handle baggage; Western Union Telegraph Company, to attend to telegraph; news privilege with P. M. Clarkson.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers	5	\$25,050 00	\$13 73
Superintendent	1	3,300 00	9 00
Attorney	2	6,900 00	9 45
Chief Engineer	1	3,600 00	9 86
Master Mechanic	1	2,066 60	5 66
General office clerks	13	13,934 35	2 94
Soliciting agents	2	2,730 00	3 74
Station agents	33	25,639 45	2 13
Other station men	7	4,730 10	1 85
Enginemen	11	13,960 45	3 46
Firemen	12	7,600 80	1 73
Conductors	10	11,463 90	3 14
Other trainmen	15	10,739 85	1 96
Machinists	12	10,731 05	2 88
Carpenters	37	32,312 70	2 81
Other shopmen	29	20,591 65	2 29
Road Master	2	2,680 00	3 67
Section foremen	27	19,455 30	2 32
Other trackmen	111	60,807 65	1 76
Switchmen, flagmen, and watchmen	2	1,458 00	2 00
Telegraph operators and dispatchers	1	1,020 00	2 79
Employés—account floating equipment	39	35,694 85	2 51
All other employés and laborers	19	11,389 45	1 93
Storekeeper	2	2,150 00	2 94
Totals	394	\$329,946 15	-----

The average daily compensation of machinists, section foremen, trackmen, and floating equipment employés is figured on 310 days to a year; all other employés, 365 days to a year.

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	871,218	
Number of passengers carried one mile	21,740,717	
Average distance carried—miles.....	24.95	
Total passenger revenue.....		\$429,326 99
Average amount received from each passenger.....		49.28
Average receipts per passenger per mile.....		01.97
Cost of carrying each passenger one mile.....		01.31
Passenger earnings per mile of road.....		2,646 08
Passenger earnings per train mile.....		1 76
Freight traffic:		
Number of tons carried of freight earning revenue.....	163,722	
Number of tons carried one mile	8,755,343	
Average distance haul of one ton—miles	53.47	
Total freight revenue.....		391,203 11
Average amount received for each ton of freight.....		2 38
Average receipts per ton per mile.....		04.46
Cost of carrying one ton one mile.....		02.67
Freight earnings per mile of road.....		2,411 11
Freight earnings per train mile.....		3 50
Passenger and freight:		
Passenger and freight earnings.....		820,530 10
Passenger and freight earnings per mile of road.....		5,057 19
Expense per mile of road.....		3,201 53
Total earnings per mile of road, including mails, express, etc.		5,389 10
Train mileage:		
Miles run by passenger trains	231,475	
Miles run by freight trains	76,230	
Miles run by mixed trains.....	47,385	
Total mileage trains earning revenue	355,090	
Miles run by switching trains	12,678	
Miles run by construction and other trains.....	18,923	
Total train mileage.....	386,691	
Mileage of loaded freight cars—north or east.....	615,776	
Mileage of loaded freight cars—south or west	744,304	
Mileage of empty freight cars—north or east.....	286,885	
Mileage of empty freight cars—south or west.....	99,694	
Average number of freight cars in train.....	26	
Average number of loaded cars in train	17	
Average number of empty cars in train.....	10	
Average number of tons of freight in train.....	65	
Average number of tons of freight in each loaded car.....	5	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Tons.	Per Cent.
Products of agriculture:		
Grain	7,101	4.34
Flour	3,080	1.88
Other mill products	2,568	1.57
Hay	1,393	.85
Fruit and vegetables	9,058	5.53
Hops	954	.58
Products of animals:		
Live stock	4,094	2.50
Wool	6.6	.37
Products of mines:		
Stone, sand, and other like articles	14,348	8.76
Products of forest:		
Lumber	14,194	8.67
Charcoal	2,823	1.72
Shingles	939	.57
Cordwood and bark	8,832	5.39
Posts	196	.12
Pickets	1,004	.61
Pine	2,535	1.55
Peeled oak	969	.61
Rough oak	4,179	2.55
Tanbark	7,962	4.85
Manufactures:		
Cement, brick, and lime	4,362	2.66
Wines, liquors, and beers	14,026	8.58
Merchandise and miscellaneous	58,489	35.74
Total tonnage	163,722	100.00

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.
Locomotives	18
Cars in passenger service:	
First-class passenger cars	34
Second-class passenger cars	3
Combination passenger cars	4
Sleeping cars	1
Baggage, express, and postal cars	4
Other cars in passenger service	7
Total	53
Cars in freight service:	
Box cars	102
Flat cars	272
Stock cars	13
Total	387
Cars in company's service:	
Gravel cars	13
Caboose cars	2
Other road cars	66
Total	81
Total owned	539

Locomotives and passenger cars are fitted with Westinghouse train-brake and Miller couplers; freight cars with ordinary train-brake.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Total Mileage.	Iron Rails.	Steel Rails.
Length of single track	106	56.25	162.25	57.59	104.66
Length of yard track, sidings, and spurs			24.53	24.53	
Aggregate length of all tracks	106	56.25	186.78	82.12	104.66

The entire mileage is in California.

RENEWALS OF RAILS AND TIES.

New rails laid during year: iron, 341,419 tons; steel, 97,938 tons. Average price of rails at distributing point: iron, \$32 per ton; steel, \$44 per ton.

New ties laid during year, 37,905 redwood. Average price at distributing point, 35 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives consumed 4,142 tons of coal and 8,252 cords of wood in running 386,691 miles. The average pounds consumed per mile is 47.89. The average cost at distributing point is \$8 per ton for coal and \$3.75 per cord for wood. Passenger locomotives ran 231,475 miles; freight locomotives ran 76,230 miles; switching locomotives ran 12,678 miles; construction locomotives ran 18,923 miles; mixed locomotives ran 47,385 miles.

ACCIDENTS.

Persons.	Killed.	Injured.	Total.	Kind of Accident.	Killed.	Injured.	Total.
Passengers		1	1	Coupling cars		2	2
Employés		6	6	Grade crossings	1		1
Other persons	3	1	4	Other causes	2	6	8
Total	3	8	11	Total	3	8	11

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles.	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.	Length of Straight Track—Miles.
Main line—Tiburon to Ukiah	106.00	188	25.34	80.66
Branches—Donahue to Junction main line	5.76	5	1.04	4.72
Fulton to Guerneville, 15.27; not known, 2.34	17.61	53	7.24	8.03
Santa Rosa to Sebastopol	6.25	6	.92	5.33
Ignacio to Glen Ellen	26.63	46	5.21	21.42
Total	162.25			

CHARACTERISTICS OF ROAD—Continued.

Working Divisions or Branches.	Profile.						
	Length of Level Track—Miles.....	Number of Ascending Grades.	Sum of Ascents—Feet.....	Aggregate Length of Ascending Grades—Miles ..	Number of Descending Grades.	Sum of Descents—Feet.....	Aggregate Length of Descending Grades—Miles.....
Main line—Tiburon to Ukiah.....	29.76	44	1,176.3	48.89	35	592.3	27.35
Branches—Donahue to Junct'n main line	2.64	7	20.5	1.48	5	19.5	1.64
Fulton to Guerneville, 15.27; not known, 2.34.....	6.46	11	48.5	2.70	11	128.5	6.11
Santa Rosa to Sebastopol.....	1.36	1	30.0	.15	11	90.0	4.74
Ignacio to Glen Ellen.....	11.55	15	292.6	11.31	14	81.6	3.77

Bridges: Iron, 2; wooden, 9; combination, 2.

Trestles: Aggregate length, 36,989.6 feet.

Tunnels: 9; maximum length, 1,851 feet; minimum length, 248 feet; aggregate length of all tunnels, 8,985 feet.

Gauge of track: 4 feet 8½ inches.

Telegraph operated by this company: 106 miles of line, or 212 miles of wire.

Number of stations on all roads operated by this company in California, 61, including flag stations.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From Donahue to Santa Rosa.....	January 1, 1870.
From Santa Rosa to Windsor.....	March 1, 1871.
From Windsor to Grants.....	April 10, 1871.
From Grants to Healdsburg.....	July 1, 1871.
From Healdsburg to Cloverdale.....	April 15, 1872.
From Fulton to Guerneville.....	May 29, 1876.
From Petaluma to San Rafael.....	June 2, 1879.
From Sonoma Landing to Sonoma.....	August 23, 1880.
From Sonoma to Glen Ellen.....	August 15, 1882.
From San Rafael to Tiburon.....	May 1, 1887.
From Ignacio to Sears Point.....	June 1, 1888.
From Cloverdale to Ukiah.....	May 1, 1889.
From Santa Rosa to Sebastopol.....	February 17, 1890.

GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, ETC.

County of Sonoma, in 1872, donated \$3,000 per mile.

APPLICATION OF AMOUNT PLACED IN HANDS OF TRUSTEES FOR REDEMPTION OF BONDS.

	Bonds Redeemed.	Amount.	Cost.	Total Received by Trustees.
To December 31, 1890.....	50	\$50,000 00	\$48,960 00	\$50,000 00
During the year.....	26	26,000 00	24,180 00	25,000 00
Totals.....	76	\$76,000 00	\$73,140 00	\$75,000 00
			Balance on Hand.	Discount or Premium.
To December 31, 1890.....			\$610 00	\$1,040 00
During the year.....			1,397 50	820 00
Totals.....			\$1,397 50	\$1,860 00

STATE OF CALIFORNIA,)
County of San Francisco.) ss.

J. F. Burgin, President of the San Francisco and North Pacific Railway Company, and Thos. Mellersh, the Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

J. F. BURGIN,
THOS. MELLERSH.

Subscribed and sworn to before me, this fourth day of March, 1892.

[SEAL.]

DANIEL HANLON,
Notary Public.

CARSON AND COLORADO RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Carson and Colorado Railroad Company.
2. Date of organization: November 21, 1881.
3. Under the laws of what Government, State, or Territory organized: Laws of the State of California.
4. What carrier operating the road of this company: The Carson and Colorado Railroad Company, an incorporation of the State of Nevada.

ORGANIZATION.

Names of Directors.	Post Office Address.
H. M. Yerrington	Carson City, Nev.
D. L. Bliss	Carson City, Nev.
D. A. Bender	Carson City, Nev.
W. S. Wood	San Francisco.
W. B. Langhorne	San Francisco.
J. H. Dobinson	San Francisco.
S. P. Smith	Sacramento.

Directors hold office until successor are elected and qualify.

Number of stockholders at date of last election: 13.

Last meeting of stockholders for election of Directors: November 17, 1885.

Post Office address of general office: 305 Sansome Street, San Francisco.

Post Office address of operating office: Carson City, Nev.

OFFICERS.

Title.	Name.	Location of Office.
President	H. M. Yerrington	Carson City, Nev.
Vice-President	W. S. Wood	San Francisco.
Secretary	D. A. Bender	Carson City, Nev.
Treasurer	S. P. Smith	Sacramento.
Chief Engineer	Robert J. Laws	Hawthorne, Nev.
General Solicitor	W. S. Wood	San Francisco.
Auditor	George T. Mills	Carson City, Nev.
General Superintendent	H. M. Yerrington	Carson City, Nev.
Assistant Superintendent	Robert J. Laws	Hawthorne, Nev.
General Passenger, Ticket, and Freight Agent	D. A. Bender	Carson City, Nev.
Superintendent of Telegraph	A. M. Ardery	Carson City, Nev.
General Baggage Agent	D. A. Bender	Carson City, Nev.

CAPITAL STOCK.

The total par value of authorized capital stock is \$3,500,000, divided into 35,000 shares of \$100 each. The total amount issued and outstanding is \$1,620,000.

Manner of payment of capital stock: Issued for construction, 16,200 shares. Issued at the rate of \$15,000 per mile for the construction of 108 miles of road from Nevada-California State line, in Mono County, Cal., to Keeler, Inyo County, Cal., and the equipment in accordance with the terms and conditions of a certain contract executed between the company and certain persons.

FUNDED DEBT.

In July, 1888, first mortgage bonds, series C, in the sum of \$1,620,000 were authorized to be issued. The amount issued and now outstanding is \$1,620,000. These bonds are to run thirty years, and bear 6 per cent interest, payable in January and July. The total interest accrued during the year is \$97,200.

SECURITY FOR FUNDED DEBT.

As security for the first mortgage 6 per cent 30-year bonds, series C, the road from the Nevada-California State line to Keeler, a distance of 108 miles, together with the equipment and the income, was mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.		Cash Assets Available for Payment of Float- ing Debt and Current Liabilities.	
Matured interest coupons un- paid	\$340,200 00	Balance—floating debt.....	\$790,200 00
Back interest	450,000 00		
Total	\$790,200 00	Total	\$790,200 00

RECAPITULATION.

Accounts.	Total.	Miles.	Amount per Mile of Road.
Capital stock	\$1,620,000 00	108	\$15,000 00
Funded debt	1,620,000 00		15,000 00
Floating debt, balance of.....	790,200 00		
Totals	\$4,030,200 00	108	\$30,000 00

PERMANENT IMPROVEMENTS FOR THE YEAR.

Unable to furnish the information here called for, as our statistics and accounts have not been kept separate from those of the Carson and Colorado Railroad Company, lessee of the company's property.

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment in capital stock and bonds of the company to December 31, 1891, \$3,240,000; cost per mile, \$30,000.

Unable to furnish these details, as the railroad of the company and equipment thereof, were paid for by an issue of its bonds and capital stock to certain contractors at the rate of \$15,000 per mile each.

INCOME ACCOUNT.

Interest on funded debt accrued during year, \$97,200.

The income from operation of the company's property cannot be furnished, as same has not been kept separate from the income of the Carson and Colorado Railroad Company, lessee thereof.

No income from lessee of road other than that of the consideration named in said lease, which is that the lessee will maintain the property of the company in good condition, and pay and discharge at maturity all taxes, duties, and assessments that may be imposed thereon.

No net income has been received, owing to the fact that earnings from traffic over the company's road have been much less than the operating expenses of same and its fixed charge.

DR.

GENERAL BALANCE SHEET.

CR.

Cost of road and equipment, in bonds and capital stock..	\$3,240,000 00	Capital stock issued	\$1,620,000 00
		Funded debt.....	1,620,000 00
		Floating debt, and accrued interest on funded debt....	340,200 00
		Back interest	450,000 00

FINANCIAL OPERATIONS FOR THE YEAR.

Unable to furnish the statistics called for, as accounts have not been kept separate from those of lessee, the Carson and Colorado Railroad Company.

PASSENGER, FREIGHT, AND TRAIN STATISTICS.

Cannot furnish the information called for, as statistics have not been kept separate from those of lessee.

MILEAGE OF ROAD OPERATED.

Length of single track, main line, 107.62 miles; length of yard track, sidings, and spurs, 37.5 miles; aggregate length of all tracks, 145.12 miles—all in California.

CHARACTERISTICS OF ROAD.

Tunnels, 1; aggregate length of all tunnels, 238 feet.

Gauge of track, 3 feet.

Telegraph, operated by Western Union Telegraph Company, 108 miles of line.

Number of stations on all roads operated by this company in California, 5.

DESCRIPTION OF ROAD.

The road from the Nevada-California State line to Keeler, Inyo County, was opened for traffic August 1, 1883.

STATE OF NEVADA, }
County of Ormsby. } ss.

H. M. Yerrington, President of the Carson and Colorado Railroad Company (Third Division), and D. A. Bender, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

H. M. YERRINGTON.
D. A. BENDER.

Subscribed and sworn to before me, this sixteenth day of April, 1892.

[SEAL.]

FRANK E. MURPHY,
Notary Public.

NORTH PACIFIC COAST RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: North Pacific Coast Railroad Company.
2. Date of organization: December 16, 1871.
3. Under the laws of what Government, State, or Territory organized: Incorporated under the general incorporation laws of the United States, relative to railroad companies, approved May 20, 1861.
4. Original corporation: Also under laws of California.

ORGANIZATION.

Names of Directors.	Post Office Address.
John W. Coleman.....	..... Oakland.
W. Steel.....	..... San Francisco.
W. Young.....	..... San Francisco.
W. R. Fortune.....	..... San Francisco.
A. Borel.....	..... San Francisco.
N. L. Coleman.....	..... Oakland.
J. B. Mackie.....	..... Oakland.

Date of expiration of term of Directors: February 8, 1892.

Number of stockholders at date of last election: 11.

Last meeting of stockholders for election of Directors: February 9, 1891.

Post Office address of general and operating offices: No. 14 Sansome Street, San Francisco, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and President.....	John W. Coleman.....	San Francisco.
Vice-President.....	Wm. Steel.....	San Francisco.
Secretary.....	F. B. Latham.....	San Francisco.
Treasurer.....	London and San Francisco Bank (limited).....	San Francisco.
Chief Engineer.....	R. B. Symington.....	San Francisco.
General Solicitor.....	Chas. Page.....	San Francisco.
Auditor.....	F. B. Latham.....	San Francisco.
General Manager.....	John W. Coleman.....	San Francisco.
Traffic Manager.....	W. F. Russell.....	San Francisco.
Superintendent.....	E. N. Shoemaker.....	Sausalito.
General Passenger and Ticket Agent.....	F. B. Latham.....	San Francisco.
General Freight Agent.....	W. F. Russell.....	San Francisco.

PROPERTY OPERATED.

Name.	Terminals.	Description.	Miles.
North Pacific Coast R. R. }	San Francisco to Duncan Mills.....	Main line.....	79¼
	San Anselmo to San Rafael.....	Branch line.....	2
Northwestern Railroad Co. of California.....	Duncan Mills to Cazadero.....	Leased line.....	7½
San Rafael and San Quentin Railroad.....	San Rafael to San Quentin.....	Leased line.....	3½
San Francisco, Tamalpais, and Bolinas Railroad.....	Bay Junction to Mill Valley.....	Leased line.....	1¾
Total.....	.....	.....	94

CAPITAL STOCK.

The total par value of authorized capital stock is \$3,000,000, divided into 30,000 shares of \$100 each. The total amount issued and outstanding is \$2,500,000.

Manner of payment for capital stock: Issued for cash, 25,000 shares; total cash realized, \$2,500,000.

FUNDED DEBT.

Class of Bond or Obligation.	When Due.	Authorized Issue.	Amount Now Outstanding.	Cash Realized.
First mortgage.....	Nov. 1, 1891.	\$600,000 00	\$590,000 00	\$590,000 00
Second mortgage.....	Nov. 1, 1891.	500,000 00	500,000 00	500,000 00
First mortgage.....	Jan. 2, 1889.	150,000 00	150,000 00	150,000 00
Totals.....		\$1,250,000 00	\$1,240,000 00	\$1,240,000 00

Class of Bond or Obligation.	Rate of Interest.	Interest Accrued During Year.	Interest Paid During Year.
First mortgage.....	6—May and Nov.	\$35,400 00	\$35,400 00
Second mortgage.....	5—Jan. and July	25,090 00	12,815 00
First mortgage.....		7,500 00	3,750 00
Totals.....		\$67,990 00	\$51,965 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First and second mortgage bonds.....	San Francisco to Shops.....	7
	Corte Madera to Duncans.....	67 $\frac{1}{4}$
First mortgage bonds.....	San Anselmo to San Rafael.....	2
	Shops to Corte Madera.....	5

As additional security for the first and second mortgage bonds, a lien was given on all the equipment and 5,958 acres of land in Sonoma County.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Audited vouchers and accounts..... \$60,048 00	Cash..... \$8,214 36
Wages and salaries..... 17,941 02	Due from agents..... 6,115 50
Matured interest coupons unpaid..... 16,025 00	Due from solvent companies and individuals..... 20,194 86
Miscellaneous..... 235,292 32	Balance—floating debt..... 294,781 62
Total..... \$329,306 34	Total..... \$329,306 34

Amount of interest and discount paid during year upon floating debt and current liabilities, \$336 43.

RECAPITULATION.

Accounts.	Total.	Miles.	Amount per Mile of Road.
Capital stock.....	\$2,500,000 00	81 $\frac{1}{4}$	\$30,769 23
Funded debt.....	1,240,000 00		15,261 54
Floating debt, balance of.....	294,781 62		3,628 08
Totals.....	\$4,034,781 62	81 $\frac{1}{4}$	\$49,658 85

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.
Construction:	
Engineering expenses	\$504 00
Purchase of constructed road	432 50
Total construction	\$936 50
Equipment:	
Locomotives	\$17,069 71
Passenger cars	19,261 77
Freight cars	5,447 91
Floating equipment	1,850 00
Total equipment	\$43,629 39
Total construction and equipment	\$44,565 89

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers	4	\$10,200 00	\$6 98
General office clerks	4	3,002 00	2 10
Station agents	22	13,862 65	1 80
Other station men	19	14,044 40	2 32
Enginemen	7	9,919 75	3 85
Firemen	7	5,408 32	2 26
Conductors	7	7,683 04	2 85
Other trainmen	7	5,332 00	1 91
Machinists	1	1,080 84	3 50
Carpenters	1	1,270 12	4 03
Other shopmen	16	14,081 70	2 43
Section foremen	13	11,196 15	2 32
Other trackmen	92	44,035 85	1 51
Switchmen, flagmen, and watchmen	5	3,745 03	1 90
Telegraph operators and dispatchers	1	1,200 00	3 28
Employés—account floating equipment	30	27,400 38	2 52
Totals	236	\$173,462 23	\$2 15

INCOME ACCOUNT.

Gross earnings from operation	\$418,416 03	
Less operating expenses	300,055 65	
Total income		\$118,360 38
Deductions from income:		
Interest on funded debt accrued during year	\$67,990 00	
Interest and discount on floating debt paid during year	336 43	
Taxes	6,764 48	
Other deductions	2,165 00	
Total deduction from income		77,255 91
Net income		\$41,104 47
Deficit on December 31, 1890		714,238 34
Deficit for year ending December 31, 1891		\$755,342 81

DR.		GENERAL BALANCE SHEET.		CR.
Cost of road and equipment..	\$3,193,516 35	Capital stock		\$2,500,000 00
Cash items	34,524 72	Funded debt		1,240,000 00
Other assets:		Floating debt		329,306 34
Materials and supplies	7,548 14	Accrued interest on funded		
Sundries	129,560 37	debt not yet payable		10,081 58
From operation	714,238 34			
Total	\$4,079,387 92	Total		\$4,079,387 92

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$118,360 38	Interest on funded debt paid..	\$67,990 00
Net increase floating debt.....	12,505 69	Other interest paid	336 43
Receipts from other sources ..	19,548 17	Taxes	6,764 48
		Permanent improvements...	28,592 44
		Equipment	44,133 39
		Constructing new road	432 50
		Other expenditures	2,165 00
Total	\$150,414 24	Total	\$150,414 24

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Actual Earnings.
Passenger revenue		\$196,009 30
Mail	\$6,612 04	
Express	15,722 24	
Extra baggage and storage	362 80	
		22,697 08
Total passenger earnings		\$218,706 38
Freight revenue		190,998 80
Other earnings from operation		8,710 85
Total gross earnings from operation		\$418,416 03

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$20,416 43	\$20,416 44	\$40,832 87
Repairs of bridges and culverts	7,504 73	7,504 72	15,009 45
Repairs of fences, road-crossings, signs, and cattle guards	430 77	430 77	861 54
Repairs of buildings	678 32	678 31	1,356 63
Repairs of docks and wharves	1,717 52	1,717 52	3,435 04
Totals	\$30,747 77	\$30,747 76	\$61,495 53
Maintenance of equipment:			
Repairs and renewals of locomotives	\$3,965 68	\$3,965 69	\$7,931 37
Repairs and renewals of passenger cars	3,009 43		3,009 43
Repairs and renewals of freight cars		6,042 03	6,042 03
Repairs and renewals of ferry-boats, tugs, floats, and barges	3,018 51	277 83	3,296 34
Shop machinery, tools, etc.	730 64	730 64	1,461 28
Other expenses	540 00	540 00	1,080 00
Totals	\$11,264 26	\$11,556 19	\$22,820 45
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$12,267 87	\$5,604 02	\$17,871 89
Fuel for locomotives	21,120 75	10,209 10	31,329 85
Water supply for locomotives	918 42	918 42	1,836 84
Wages for other trainmen	8,419 10	6,119 14	14,538 24
All other train supplies O., T., and W.	1,035 92	1,035 93	2,071 85
Wages of switchmen, flagmen, and watchmen	1,872 51	1,872 52	3,745 03
Expense of telegraph, including train dis- patchers and operators	600 00	600 00	1,200 00
Wages of station agents, clerks, and laborers.	4,541 24	13,341 24	17,882 48
Station supplies	25 50	25 50	51 00
Injuries to live stock		232 00	232 00
Loss and damage		557 65	557 65
Injuries to persons	2,021 00		2,021 00
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies	63,753 39	22,758 29	86,511 68
Totals	\$116,575 70	\$63,273 81	\$179,849 51
General expenses:			
Salaries of officers	\$5,100 00	\$5,100 00	\$10,200 00
Salaries of clerks	1,501 00	1,501 00	3,002 00
General office expenses and supplies	2,062 25	2,062 25	4,124 50
Advertising	2,045 05		2,045 05
Rents of buildings, tracks, yards, and termi- nal	3,690 00	3,690 00	7,380 00
Legal expenses	1,973 50		1,973 50
Stationery and printing	1,479 78	1,479 78	2,959 56
Other general expenses	2,102 77	2,102 78	4,205 55
Totals	\$19,954 35	\$15,935 81	\$35,890 16
Recapitulation of expenses:			
Maintenance of way and structures	\$30,747 77	\$30,747 76	\$61,495 53
Maintenance of equipment	11,264 26	11,556 19	22,820 45
Conducting transportation	116,575 70	63,273 81	179,849 51
General expenses	19,954 35	15,935 81	35,890 16
Grand totals	\$178,542 08	\$121,513 57	\$300,055 65
Percentage of operating expenses to earnings.			71.71

RENTALS PAID.

Rents paid for leased roads, as follows: San Rafael and San Quentin Railroad, North-western Railroad of California, and San Francisco, Tamalpais, and Bolinas Railroad, are included in general expenses.

CONTRACTS, AGREEMENTS, ETC.

1. Wells, Fargo & Co.
2. United States mails from San Francisco to Cazadero, from San Francisco to San Quentin, and from Bay Junction to Mill Valley.
5. San Francisco and North Pacific Railway Company.
7. Western Union. We furnish agents and do their business "free" when the agent can attend to it, beyond that they furnish their own agent and operator.

COST OF ROAD AND EQUIPMENT.

Total cost to December 31, 1890, \$3,148,950 46; net additions during year, \$44,565 89; total cost to December 31, 1891, \$3,193,516 35; cost per mile, \$39,304 81.

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	1,013,674	
Total passenger revenue		\$196,009 30
Amount received from each passenger		19.336
Passenger earnings per mile of road		2,085 20.532
Passenger earnings per train mile		98.495
Freight traffic:		
Number of tons carried of freight earning revenue	98,200	
Number of tons carried one mile	4,457,451	
Total freight revenue		190,998 80
Amount received for each ton of freight		1 94.499
Average receipts per ton per mile		04.285
Cost of carrying one ton one mile		02.726
Freight earnings per mile of road		2,031 90.212
Freight earnings per train mile		1 87.208
Passenger and freight:		
Passenger and freight revenue		387,008 10
Passenger and freight revenue per mile of road		4,117 10.744
Expense per mile of road		3,192 08.138
Total earnings per mile of road, including mails, express, etc.		4,451 23.436
Train mileage:		
Miles run by passenger trains	222,047	
Miles run by freight trains	102,025	
Total mileage trains earning revenue	324,072	
Miles run by construction and other trains	10,925	
Total train mileage	334,997	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road—Tons.	From Connecting Roads—Tons.	Tons.	Per Cent.
Products of agriculture:				
Grain	177		177	.18
Hay	671		671	.68
Fruit and vegetables	716		716	.73
Potatoes	2,986		2,986	3.04
Products of animals:				
Live stock	2,508		2,508	2.56
Dressed meats	717		717	.73
Butter	801		801	.82
Products of forest:				
Bark	3,496		3,496	3.56
Lumber	29,854		29,854	30.40
Wood	22,912		22,912	23.33
Charcoal	447		447	.45
Merchandise	32,894	21	32,915	33.52
Total tonnage	98,179	21	98,200	100.00

DESCRIPTION OF EQUIPMENT.

	Total at End of Year.
Locomotives:	
Passenger	9
Freight	3
Total	12
Cars in passenger service:	
First-class passenger cars	27
Second-class passenger cars	1
Combination passenger cars	5
Baggage, express, and postal cars	3
Other cars in passenger service	2
Total	38
Cars in freight service:	
Box cars	43
Flat cars	286
Stock cars	12
Total	341
Cars in company's service—derrick cars	2
Total owned	393

The locomotives and passenger cars are fitted with the Westinghouse train-brake and Miller couplers.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Other Owner- ship.	Total Mileage.	Iron Rails.	Steel Rails.
Length of single track	73¼	2	12¾	88	41¼	46¾
Length of yard track, sid- ings, and spurs				12	12	
Average length of all tracks				100	53¼	46¾

The mileage of the company is all in California.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal— Tons.	Wood— Cords.	Total Fuel Consumed. Tons.	Miles Run.	Average lbs. Consumed per Mile.
Passenger	1,101¾	3,744½	2,974	222,047	3,000
Freight	70¼	3,191	1,665¾	102,025	3,657
Construction	7½	278½	146¾	10,925	3,009
Total	1,179½	7,214	4,786½		

The average cost at distributing point is \$9 23 per ton for coal, and \$2 95 per cord for wood.

ACCIDENTS.

Persons.	Killed.	Injured.	Total.	Kind of Accident.	Killed.	Injured.	Total.
Passengers		2	2	Collisions	3		3
Employés	3		3	Other causes		2	2
Totals	3	2	5	Totals	3	2	5

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 12; combination, 1.
 Tunnels, 5; maximum length, 2,629 feet; minimum length, 400 feet; aggregate length of all tunnels, 7,321 feet.
 Gauge of track, 3 feet.
 Number of stations on all roads operated by this company in California, 55.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened to public use :
 Sausalito to Tomales January 11, 1875.
 Tomales to Howards October 16, 1876.
 Howards to Tyrone April 2, 1877.
 Tyrone to Duncans May 18, 1877.

GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, ETC.

In May, 1876, Marin County issued 30-year 7 per cent bonds to the amount of \$160,000. These bonds were disposed of for \$144,208—a discount of \$15,792.

STATE OF CALIFORNIA, }
 City and County of San Francisco. } ss.

John W. Coleman, President of the North Pacific Coast Railroad Company, being duly sworn, deposes and says that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition of affairs of said company on the thirty-first day of December, 1891.

JOHN W. COLEMAN,
 President North Pacific Coast Railroad Company.

Subscribed and sworn to before me, this fifth day of April, 1892.

[SEAL.]

LEWIS B. HARRIS,
 Notary Public in and for the City and County of San Francisco, State of California.

PACIFIC COAST RAILWAY COMPANY.

[Report for the year ending November 30, 1891.]

HISTORY.

1. Name of common carrier making this report: Pacific Coast Railway Company.
2. Date of organization: September 22, 1882.
3. Under the laws of what Government, State, or Territory organized: Laws of the State of California.
4. Names and charters of the constituent companies: Consolidation of the San Luis Obispo and Santa Maria Valley Railroad, incorporated April 22, 1875, and the Pacific Coast Railroad, incorporated April 18, 1882.

OFFICERS.

Title.	Name.	Location of Office.
President	Geo. C. Perkins	San Francisco.
Vice-President	J. L. Howard	San Francisco.
Secretary	Edwin Goodall	San Francisco.
Treasurer	Oregon Improvement Co.	San Francisco.
General Solicitor	Wilcoxon & Bouldin	San Luis Obispo.
Accountant	F. C. Cherry	San Luis Obispo.
Manager	J. M. Fillmore	San Luis Obispo.

PROPERTY OPERATED.

The Pacific Coast Railway is operated by main line from Port Harford to Los Olivos, a distance of 76.1 miles.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including November 30, 1891.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$190,352 89	Cash	\$151,097 00
Audited vouchers and ac- counts	20,138 13	Due from agents	3,411 47
Wages and salaries	499 18	Due from solvent companies and individuals	5,794 60
Miscellaneous	1,792 04	Other cash assets	52,479 17
Total	\$212,782 24	Total	\$212,782 24

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Total Expenditures.
Freight cars	\$8,167 65
Other cars of all classes	954 63
Floating equipment	665 09
Total equipment	\$9,787 37

COST OF ROAD AND EQUIPMENT.

Total cost to November 30, 1890, \$2,963,040 61; net additions during year, \$9,787 37; total cost to November 30, 1891, \$2,972,827 98; cost per mile, \$39,064 76.

INCOME ACCOUNT.

Gross earnings from operation	\$195,399 87
Less taxes	96,046 24
Total income	\$99,353 63
Taxes	6,011 67

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions, etc.	Actual Earnings.
Passenger revenue	\$34,917 74		
Less repayments, excess fares refunded		\$44 60	
Total passenger revenue			\$34,873 14
Mail	\$4,567 69		
Express	538 91		5,046 60
Total passenger earnings			\$39,919 74
Freight revenue	\$122,324 62		
Less repayments, overcharged to shippers		\$1,320 77	
Total freight revenue			121,003 85
Total passenger and freight earnings			\$160,923 59
Other earnings from operations			33,110 91
Total gross earnings from operation			\$194,034 50

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$10,150 40	\$12,020 16	\$22,170 56
Repairs of bridges and culverts	405 43	603 54	1,008 97
Repairs of fences, road-crossings, signs, and cattle guards	320 01	266 25	586 26
Repairs of buildings	255 00	283 44	538 44
Repairs of docks and wharves	1,215 05	1,240 35	2,455 40
Repairs of telegraph	112 50	110 61	223 11
Other expenses	350 00	382 93	732 93
Totals	\$12,788 39	\$14,907 28	\$27,695 67
Maintenance of equipment:			
Repairs and renewals of locomotives	\$3,200 00	\$3,425 45	\$6,625 45
Repairs and renewals of passenger cars	600 00	786 02	1,386 02
Repairs and renewals of freight cars	1,720 00	1,681 16	3,401 16
Other expenses	300 00	221 25	521 25
Totals	\$5,820 00	\$6,113 88	\$11,933 88
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$3,100 00	\$2,203 62	\$5,303 62
Fuel for locomotives	6,100 00	7,786 17	13,886 17
Water supply for locomotives	190 00	200 98	390 98
All other supplies for locomotives	172 98	205 50	378 48
Wages for other trainmen	1,500 00	2,203 65	3,703 65
All other train supplies	205 00	108 65	313 65
Wages of station agents, clerks, and laborers	4,300 00	4,482 84	8,782 84
Loss and damage		970 24	970 24
Other expenses	4,000 00	4,176 28	8,176 28
Totals	\$19,567 98	\$22,337 93	\$41,905 91
General expenses:			
Salaries of officers	\$2,600 00	\$2,620 00	\$5,220 00
Salaries of clerks	900 00	976 19	1,876 19
Agencies, including salaries and rent	2,000 00	1,800 25	3,800 25
Advertising	50 00	50 00	100 00
Insurance	937 84	937 83	1,875 67
Stationery and printing	32 00	35 35	67 35
Other general expenses	105 00	100 95	205 95
Totals	\$6,624 84	\$6,520 57	\$13,145 41
Recapitulation of expenses:			
Maintenance of way and structures	\$12,788 39	\$14,907 28	\$27,695 67
Maintenance of equipment	5,820 00	6,113 88	11,933 88
Conducting transportation	19,567 98	22,337 93	41,905 91
General expenses	6,624 84	6,520 57	13,145 41
Grand totals	\$44,801 21	\$49,879 66	\$94,680 87
Percentage of operating expenses to earnings			50.8

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.'s Express: To transport their freight and treasure over this company's line, between all stations, at first-class rates.

United States Government Post Office Department: To carry mails, route 46,041, San Luis Obispo to Los Olivos, and route 46,040, San Luis Obispo to Port Harford.

Pacific Coast Steamship Company: To sell coupon tickets over their line, and they to sell them over this company's line.

Western Union Telegraph Company: This company furnishes telegraph operators for the transaction of their business over wire along line of railroad constructed by telegraph company.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General agents	1	\$3,800 25	\$12 18
Manager	1	3,525 00	11 30
Accountant	1	1,620 00	5 17
Master Mechanic	1	1,600 00	4 76
General office clerks	4	1,690 36	1 89
Station agents	8	5,061 07	1 94
Other station men	3	1,214 26	1 48
Enginemen	3	2,593 63	3 75
Firemen	4	1,534 25	1 94
Conductors	2	1,784 27	2 98
Other trainmen	5	1,750 19	1 63
Machinists	3	2,575 33	3 41
Carpenters	4	3,416 28	3 10
Other shopmen	13	5,203 96	1 86
Section foremen	5	3,623 65	2 31
Other trackmen	45	14,410 13	1 32
Switchmen, flagmen, and watchmen	1	360 00	1 00
All other employés and laborers	34	7,413 65	1 54
Totals	138	\$63,176 28	\$2 03

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	41,260	
Number of passengers carried one mile	872,049	
Average distance carried—miles	21+	
Total passenger revenue		\$34,873 14
Amount received from each passenger		84
Average receipts per passenger per mile		04
Cost of carrying each passenger one mile		03
Passenger earnings per mile of road		524 57
Passenger earnings per train mile		99.26
Freight traffic:		
Number of tons carried of freight earning revenue	68,866	
Number of tons carried one mile	1,980,510	
Average distance haul of one ton—miles	29	
Total freight revenue		121,003 85
Amount received for each ton of freight		1 75.71
Average receipts per ton per mile		06.18
Cost of carrying one ton one mile		02.96
Freight earnings per mile of road		1,590 06
Freight earnings per train mile		3 10
Passenger and freight:		
Passenger and freight earnings		160,923 59
Passenger and freight earnings per mile of road		2,114 63
Expense per mile of road		1,118 11
Total earnings per mile of road, including mails, etc.		2,114 63
Train mileage:		
Miles run by passenger trains	40,217	
Miles run by freight trains	39,028	
Total mileage trains earning revenue	79,245	
Miles run by switching and other trains	25,100	
Total train mileage	104,345	
Mileage of loaded freight cars—north or east	162,572	
Mileage of loaded freight cars—south or west	88,560	
Mileage of empty freight cars—north or east	17,403	
Mileage of empty freight cars—south or west	95,155	
Average number of freight cars in train	15	
Average number of loaded cars in train	8	
Average number of empty cars in train	7	
Average number of tons of freight in train	72	
Average number of tons of freight in each loaded car	9	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road. Tons.	From Connect- ing Roads. Tons.	Total Tons.	Per Cent.
Products of agriculture:				
Grain	26,039	10	26,049	37.83
Products of animals:				
Live stock	2,820	89	2,909	4.22
Wool	195		195	.21
Hides and leather	60	6	66	.10
Butter	1,454		1,454	1.11
Cheese	120		120	.17
Products of mines:				
Bituminous coal	128	980	1,108	1.62
Ores	81		81	.13
.....	12,693		12,693	18.44
.....	180		180	.27
Products of forest:				
Lumber	2,279	8,815	11,094	16.12
Manufactures:				
Agricultural implements, wagons, carriages, tools, etc.	13	90	103	.16
Merchandise	5,564	7,250	12,814	18.62
Total tonnage	51,626	17,240	68,866	100.00

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.
Locomotives:		
Passenger		2
Freight		3
Total		5
Cars in passenger service:		
First-class passenger cars		4
Second-class passenger cars		3
Baggage, express, and postal cars		2
Total		9
Cars in freight service:		
Box cars		23
Flat cars	22	185
Stock cars	3	12
Total	25	220
Cars in company's service:		
Gravel cars		2
Derrick cars		1
Caboose cars		2
Other road cars		13
Total		18
Total owned		247

The locomotives and passenger cars are fitted with the Westinghouse train-brake. The passenger cars also have the Miller coupler.

MILEAGE OF ROAD OPERATED.

Line in Use.	Total Mileage.	Rails.	
		Iron.	Steel.
Length of single track.....	76.1	7.3	68.8
Length of yard track, sidings, and spurs.....	4.4	4.4	-----
Aggregate length of all tracks.....	80.5	11.7	68.8

The entire mileage of this road is in California.

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 123.78 tons; average price of rails at distributing point, steel, \$50 per ton.

New ties laid during year, 3,572 redwood; average price at distributing point, 35 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal— Tons.	Wood— Cords.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Con- sumed per Mile.
Passenger	557	1,457	575	40,217	28.6
Freight			631	39,028	32.3
Switching			322	25,100	25.7
Construction			-----	-----	-----
Totals	557	1,457	1,538	104,345	29.3

The average cost at distributing point is \$10 per ton for coal and \$5 50 per cord for wood.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Geo. C. Perkins, President of the Pacific Coast Railway Company, and Edwin Goodall, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirtieth day of November, 1891.

GEO. C. PERKINS.
EDWIN GOODALL.

Subscribed and sworn to before me, this fourth day of April, 1892.

[SEAL.] JAMES L. KING,
Notary Public in and for the City and County of San Francisco, State of California.

NEVADA-CALIFORNIA-OREGON RAILWAY.

HISTORY.

1. Name of common carrier making this report: Moran Brothers, by E. Gest, Manager. Office and principal place of business, and address, Reno, Washoe County, Nevada.

2. Date of organization: Not a corporation. First 31 miles from Reno held under deed from United States Court, District of Nevada, dated November 21, 1884; since extended 48 miles by Moran Brothers to Amedee.

3. Under laws of what Government, State, or Territory organized: Articles of copartnership of Moran Brothers on record in Lassen County, California. The right of Moran Brothers to build and operate a railroad in California was sustained by the Supreme Court of California in bank—Charles Moran et al. vs. A. E. Ross, appellant, No. 12,658, May 6, 1889.

7. Carrier operating the road of this company: Moran Brothers, bankers, 68 William Street, New York, through Erasmus Gest, their attorney in fact, who is its Custodian, Manager, and Chief Engineer.

OFFICERS.

Title.	Name.	Location of Office.
Cashier and Auditor.....	Frank R. Lewis.....	Reno, Nevada.
Chief Engineer, Custodian, and General Manager.....	Erasmus Gest.....	Reno, Nevada.
Master of Transportation.....	John M. Fulton.....	Reno, Nevada.

PROPERTY OPERATED.

The Nevada-California-Oregon Railway (so called) is operated from Reno, Nevada, to Amedee, California, a distance of 79 miles.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$3,304 09	Cash	\$11,215 49
Audited vouchers and accounts	1,054 59	Bills receivable	636 25
Wages and salaries	2,924 70	Due from agents	988 35
Net traffic balance due to other companies	133 20	Net traffic balances due from other companies	445 57
Miscellaneous	53 30	Due from solvent companies and individuals	9,256 87
Balance cash assets	15,072 65		
Total	\$22,542 53	Total	\$22,542 53

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, Not Operating Expenses.	Credits, etc.	Net Additions.
Construction:			
Right of way	\$500 00		\$500 00
Other real estate	594 25		594 25
Grading and bridge and culvert masonry	3,370 00	\$207 00	3,163 00
Buildings, furniture, and fixtures	3,421 22	2,844 75	576 47
Engineering expenses	1,209 73		1,209 73
Other items	237 38		237 38
Total construction	\$9,332 58	\$3,051 75	\$6,280 83
Equipment:			
Passenger cars	\$405 03		\$405 03
Combination cars	1,163 06		1,163 06
Freight cars	3,163 39		3,163 39
Total equipment	\$4,731 48		\$4,731 48
Grand total construction and equipment	\$14,064 06	\$3,051 75	\$11,012 31

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.	Net Additions during year 891.	Total Cost to Dec. 31, 1891.	Cost per Mile.
Construction:				
Right of way.....	\$3,327 50	\$500 00	\$3,827 50	\$47 84
Other real estate.....	11,970 55	594 25	12,564 80	157 06
Grading, and bridge and cul- vert masonry.....	120,680 91	3,163 00	123,843 91	1,548 05
Rails.....	172,456 93		172,456 93	2,155 71
Ties.....	28,587 90		28,587 90	357 35
Other superstructure.....	30,840 50		30,840 50	385 51
Buildings, furniture, and fix- tures.....	31,287 55	576 47	31,864 02	398 30
Shop machinery, tools.....	1,382 71		1,382 71	17 28
Engineering expenses.....	11,370 11	1,209 73	12,579 84	157 25
Sidings and yard extensions.....	3,933 03		3,933 03	49 16
Road built by contract.....	9,405 00		9,405 00	117 56
Purchase of constructed road.....	377,735 28		377,735 28	4,721 69
Other items.....	44,987 08	237 38	45,224 46	565 31
Total construction.....	\$847,965 05	\$6,280 83	\$854,245 88	\$10,678 07
Equipment:				
Locomotives.....	28,964 00		28,964 00	\$362 05
Passenger cars.....	2,192 56	405 03	2,597 59	32 47
Combination cars.....	6,438 96	1,163 06	7,602 02	95 03
Freight cars.....	10,865 18	3,163 39	14,028 57	175 36
Other cars of all classes.....	4,316 38		4,316 38	53 95
Total equipment.....	\$52,777 08	\$4,731 48	\$57,508 56	\$718 86
Grand total cost of construc- tion and equipment.....	\$900,742 13	\$11,012 31	\$911,754 44	\$11,396 93

INCOME ACCOUNT.

Gross earnings from operation.....	\$59,418 95	
Less operating expenses.....	40,801 06	
Total income.....		\$18,617 89
Deducted from income:		
Taxes.....	\$3,334 08	
Rental.....	42 70	
		3,376 78
Net income.....		\$15,241 11
Depreciation for year ending December 31, 1891 (see below).....		10,889 00
Surplus for year ending December 31, 1891.....		\$4,352 11
Deficit on December 31, 1890.....		95,012 66
Deficit December 31, 1891.....		\$90,660 55

The account books of the road contain no charge for compensation to the General Manager for services, although such an officer has always been present in charge. Nor has a depreciation account ever been kept from the origin of the road, in 1882, down to this date. No actual net earnings have ever been made, nor has any earnings been disposed of to individuals (other than in payment of services in operating), nor as a gratuity interest, or dividend, or to any corporation; in other words, the proprietors of the road have never received any emolument or compensation for their personal services, nor for interest on actual gold invested, nor has the Manager and Custodian for his personal services.

Again, the road has received no aid from citizens or from the Government, of any kind, the whole outlay coming directly from the private purse of the Messrs. Moran. Not a cent has been derived from individuals, through failure to pay wages, or for material or supplies; all have been paid for in cash, nothing in trade, and there are no outstanding obligations.

Since Moran Brothers came into possession, seven and one half years ago—

An allowance of \$6,000 per year for General Manager amounts to	\$45,000 00
An allowance for depreciation, a sum that must be met in future to make good wear and decay:	
On ties	\$27,535 40
On rails	40,435 00
On locomotive No. 1	3,000 00
On locomotive No. 2	3,000 00
On locomotive No. 3	1,750 00
On locomotive No. 4	650 00
On cars and equipment	4,500 00
On trestles, etc.	15,000 00
	<u>95,870 40</u>

Total depreciation to December 31, 1891		\$140,870 40
Distributed:	Prior to 1891.	During 1891.
Manager's compensation	\$39,000 00	\$6,000 00
Depreciation on ties	24,006 40	3,529 00
Depreciation on rails	39,975 00	460 00
Depreciation on locomotives	7,500 00	900 00
Depreciation on cars and equipment	4,500 00	
Depreciation on trestles	15,000 00	
Totals	\$129,981 40	\$10,889 00
Nominal net increase to 1892	34,968 74	15,241 11
	<u>\$95,012 66</u>	<u>\$4,352 11</u>
		\$90,660 55

Showing a depreciation, deficit, or sum to make whole or good the property; to which add interest on the capital, now over seven years.

Dr.	GENERAL BALANCE SHEET.		Cr.
Cost of road	\$854,245 88	From proprietors' pockets ...	\$891,267 12
Cost of equipment	57,508 56	Surplus from operation to	
Cash items	15,072 65	December 31, 1891	50,209 85
Materials and supplies	24,745 15	Profit and loss to December	
		31, 1891	10,095 27
Total	\$951,572 24	Total	\$951,572 24

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation ---	\$15,241 11	Taxes -----	\$3,334 08
		Rentals -----	42 70
		Permanent improvements---	6,280 83
		Equipment -----	4,731 48

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Actual Earnings.
Passenger revenue		\$14,313 20
Mail	\$4,888 86	
Express	49 53	
Extra baggage and storage	643 08	
Other items	16 00	
		<u>5,597 47</u>
Total passenger earnings		\$19,910 67
Freight revenue		39,508 28
Total passenger and freight earnings		<u>\$59,418 95</u>

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$1,431 83	\$7,988 11	\$9,419 94
Renewals of ties	308 98	1,723 76	2,032 74
Repairs of bridges and culverts	54 82	305 85	360 67
Repairs of fences, road-crossings, signs, and cattle guards	38 84	216 67	255 51
Repairs of buildings	243 77	243 77	487 54
Other expenses	114 90	114 90	229 80
Totals	\$2,193 14	\$10,593 06	\$12,786 20
Maintenance of equipment:			
Repairs and renewals of locomotives	\$254 51	\$1,419 93	\$1,674 44
Repairs and renewals of passenger cars	434 89		434 89
Repairs and renewals of freight cars		1,440 77	1,440 77
Shop machinery, tools, etc.	12 49	69 65	82 14
Other expenses	32 48	32 49	64 97
Totals	\$734 37	\$2,962 84	\$3,697 21
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$696 73	\$3,174 00	\$3,870 73
Fuel for locomotives	821 68	3,743 22	4,564 90
Water supply for locomotives	97 33	443 37	540 70
All other supplies for locomotives	41 00	186 78	227 78
Wages for other trainmen	379 70	1,729 75	2,109 45
All other train supplies	52 04	237 09	289 13
Wages of station agents, clerks, and laborers	926 87	4,222 38	5,149 25
Station supplies	36 97	168 43	205 40
Loss and damage		71 98	71 98
Other expenses	121 32	345 29	466 61
Totals	\$3,173 64	\$14,322 29	\$17,495 93
General expenses:			
Salaries of officers	\$1,830 00	\$1,830 00	\$3,660 00
Salaries of clerks	117 00	533 00	650 00
General office expenses and supplies	283 69	283 69	567 38
Advertising	146 67	146 67	293 34
Legal expenses	454 57	454 58	909 15
Stationery and printing	62 70	285 64	348 34
Other general expenses	70 83	322 68	393 51
Totals	\$2,965 46	\$3,856 26	\$6,821 72
Recapitulation of expenses:			
Maintenance of way and structures	\$2,193 14	\$10,593 06	\$12,786 20
Maintenance of equipment	734 37	2,962 84	3,697 21
Conducting transportation	3,173 64	14,322 29	17,495 93
General expenses	2,965 46	3,856 26	6,821 72
Grand totals	\$9,066 61	\$31,734 45	\$40,801 06
Percentage of operating expenses to earnings			68.666

CONTRACTS, AGREEMENTS, ETC.

1. There is no express on the road.
2. The mails are carried upon terms arbitrarily fixed by the Government authorities.
3. No sleeping, parlor, or dining cars are run on the road.
4. No freight or transportation companies have any arrangements for doing business over the road.
5. No arrangements with other railroad companies.
6. No arrangements with steamboat or steamship companies.
7. No arrangements with telegraph companies. We have no telegraph line along the road.

EMPLOYÉES AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers	2	\$3,660 00	\$5 84
General office clerks	1	1,275 00	2 71
Station agents	3	2,750 00	2 92
Other station men	3	1,065 65	1 71
Enginemen	2	2,322 08	3 70
Firemen	2	1,463 04	2 33
Conductors	2	1,995 68	3 18
Blacksmiths	2	1,422 07	3 03
Carpenters	2	1,912 20	3 05
Other shopmen	1	915 50	2 06
Section foremen	3	2,612 50	2 78
Other trackmen	20	11,703 92	1 87
Totals	43	\$33,637 64	\$2 47

E. Gest, General Manager, etc., is not included, not being, so far, a salaried officer.

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	5,454	
Number of passengers carried one mile	320,175	
Average distance carried—miles	58.700	
Total passenger revenue		\$14,313 20
Amount received from each passenger		2 62.434
Average receipts per passenger per mile		04.470
Cost of carrying each passenger one mile		02.831
Passenger earnings per mile of road		248 88.337
Passenger earnings per train mile		38.751
Freight traffic:		
Number of tons carried of freight earning revenue	12,283	
Number of tons carried one mile	686,702	
Average distance haul of one ton—miles	55.905	
Total freight revenue		39,508 28
Amount received for each ton of freight		3 21.650
Average receipts per ton per mile		05.753
Cost of carrying one ton one mile		04.621
Freight earnings per mile of road		493 85.350
Freight earnings per train mile—north		70.437
Freight earnings per train mile—south		83.351
Passenger and freight:		
Passenger and freight revenue		53,821 48
Passenger and freight revenue per mile of road		672 76.850
Expense per mile of road		510 01.325
Total earnings per mile of road, including mails, express, etc.		742 73.687
Train mileage:		
Miles run by mixed trains earning revenue	51,380	
Miles run by switching trains	3,270	
Miles run by construction and other trains	822	
Total train mileage	55,472	
Mileage of loaded freight cars—north	44,889	
Mileage of loaded freight cars—south	81,053	
Mileage of empty freight cars—north	44,956	
Mileage of empty freight cars—south	11,003	
Average number of freight cars in train	5.575	
Average number of loaded cars in train	3.494	
Average number of empty cars in train	2.080	
Average number of tons of freight in train	18.543	
Average number of tons of freight in each loaded car	5.341	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road. Tons.	From Connect- ing Roads. Tons.	Total Tons.	Per Cent.
Products of agriculture:				
Grain	1,424	20	1,444	11.7
Flour	189	79	268	2.2
Other mill products	55	36	91	.1
Hay	19	-----	19	.2
Tobacco	2	42	44	.4
Fruit and vegetables	125	52	177	1.4
General farm products	195	13	208	1.7
Products of animals:				
Live stock	2,076	10	2,086	17.0
Dressed meats	20	1	21	.1
Other packing-house products	8	146	154	1.3
Poultry, game, and fish	7	-----	7	.1
Wool	347	-----	347	2.8
Hides and leather	36	7	43	.4
Products of mines:				
Bituminous coal	17	20	37	.3
Coke	1	1	2	.0
Ores	-----	1	1	.0
Stone, sand, and other like articles	1	8	9	.1
Glassware and crockery	3	52	55	.4
Products of forest:				
Cordwood	2,457	-----	2,457	20.0
Lumber	2,249	43	2,292	18.7
Manufactures:				
Petroleum and other oils	9	161	170	1.4
Sugar	15	287	302	2.5
Iron, pig and bloom	25	231	256	2.1
Other castings and machinery	14	76	90	.7
Bar and sheet metal	4	34	38	.3
Cement, brick, and lime	9	8	17	.1
Agricultural implements	15	71	86	.7
Wagons, carriages, tools, etc.	11	58	69	.6
Wines, liquors, and beers	28	176	204	1.7
Household goods and furniture	42	62	104	.8
Explosives	1	37	38	.3
Chemicals and drugs	1	29	30	.2
Merchandise	113	975	1,088	8.8
Stationery and paperware	2	26	28	.2
Miscellaneous	-----	1	1	-----
Total tonnage	9,520	2,763	12,283	100.00

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.
Locomotives:		
Strictly freight		1
Mixed service		3
Total		4
Cars in passenger service:		
Second-class passenger cars		2
Combination passenger cars		2
Total		4
Cars in freight service:		
Box cars		9
Flat cars	3	14
Stock cars	10	10
Totals	13	33
Cars in company's service:		
Gravel cars, dumps		10
Derrick cars, pile hammer, and steam shovel		2
Caboose cars		2
Other road cars		4
Total		18
Total owned		59

MILEAGE OF ROAD OPERATED.

The length of single track, main line, is 79 miles, of which 26.5 miles have iron rails, and 52.5 miles are equipped with steel rails. In addition there are 3.62 miles of yard track, sidings, etc., all equipped with iron rails. This makes an aggregate length of 82.62 miles for all track, of which 28.14 miles are in Nevada, and 50.86 miles in California.

RENEWALS OF TIES.

New ties laid during year, 7,657 white pine. Average price at distributing point, 22 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Bituminous Coal.		Pine Wood.		Total Fuel Con- sumed— Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Pounds.	Tons.	Cords.	Tons.			
Passenger	29,395	14 $\frac{7}{10}$	172 $\frac{1}{2}$	86 $\frac{2}{10}$	100.9	51,380	3.927
Freight	133,910	66 $\frac{3}{10}$	786 $\frac{1}{2}$	393 $\frac{3}{10}$	460.2		17.914
Switching	10,425	5 $\frac{2}{10}$	61	30 $\frac{3}{10}$	35.7	3,270	21.835
Construction			30	15	15	822	36.496
Totals	173,730	86 $\frac{8}{10}$	1,050	525	611.8	55,472	22.058

Average cost at distributing point is \$8 29 per ton for coal, and \$3 67 per cord for wood.

CHARACTERISTICS OF ROAD.

From Reno, Nev., to Liegan, Cal.: Length, 70 miles; number of curves, 282; aggregate length of curved lines, 21.20 miles; length of straight track, 48.80 miles; length of level track, 11.53 miles; number of ascending grades, 11; sum of ascents, 1,176 feet; aggregate length of ascending grades, 11.84 miles; number of descending grades, 12; sum of descents, 1,655 feet; aggregate length of descending grades, 46.63 miles.

From Liegan, Cal., to Amedee, Cal.: Length, 9 miles; number of curves 2; aggregate length of curved lines, .50 of a mile; length of straight track, 8.50 miles; length of level track, 7.33 miles; number of descending grades, 3; sum of descents, 17 feet; aggregate length of descending grades, 1.67 miles.

Trestles: In Nevada, 1,442 linear feet, in spans of 12 feet; in California, 772 linear feet, in spans of 12 feet; total, 2,214 linear feet.

Gauge of track: 3 feet.

Telegraph: The road is without telegraphic facilities, there being no line along the track.

Number of stations on all roads operated by this company in California: 2.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From Reno, Nevada, to Chat, California	March 2, 1885.
From Chat, California, to Camp Ham, California	March 1, 1888.
From Camp Ham, California, to Doyle, California	June 6, 1888.
From Doyle, California, to Liegan, California	September 10, 1888.
From Liegan, California, to Amedee, California	November 17, 1890.

GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, ETC.

The road has been built without any aid from the General Government, State, county, municipality, or individual, the funds coming wholly from the pockets of the Messrs. Moran.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, ETC.

Instead of free right of way, the Messrs. Moran were compelled, in several cases, to pay exorbitantly, or to go into Court and condemn. This, too, where there was no actual damage, and the ground appropriated was in its natural state.

STATE OF NEVADA, }
County of Washoe. } ss.

Erasmus Gest, Manager of the Nevada-California-Oregon Railway, and Frank R. Lewis, Cashier and Auditor of the said railway, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers from the books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the conditions and affairs of said railway on the thirty-first day of December, 1891.

E. GEST.
F. R. LEWIS.

Subscribed and sworn to before me, this twenty-ninth day of April, A. D. 1892.

[SEAL.]

H. F. FISH,
Notary Public.

EEL RIVER AND EUREKA RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Eel River and Eureka Railroad Company.

2. Date of organization: November 14, 1882.

3. Under laws of what Government, State, or Territory organized: Laws of the State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.
John Vance.....	Eureka, Cal.
William Carson.....	Eureka, Cal.
Stephen Hill.....	Eureka, Cal.
C. L. Rose.....	Eureka, Cal.
W. J. Sweasey.....	Eureka, Cal.
Richard Sweasey.....	Eureka, Cal.
W. S. Riddell.....	Eureka, Cal.

Date of expiration of term of Directors: January 10, 1892.

Number of stockholders at date of last election: 7.

Last meeting of stockholders for election of Directors: January 10, 1891.

Post Office address of general and operating offices: Eureka, Cal.

OFFICERS.

Title.	Name.
Chairman of the Board and President.....	John Vance.
Vice-President.....	William Carson.
Secretary.....	W. S. Riddell.
Treasurer.....	Stephen Hill.
General Solicitor, Attorney, or Counsel.....	Horace L. Smith.
Superintendent.....	C. L. Rose.
General Passenger, Ticket, and Freight Agent.....	W. S. Riddell.
Assistant General Passenger and Ticket Agent.....	W. B. Fawcett.

PROPERTY OPERATED.

The Eel River and Eureka Railroad is operated from Eureka to Burrells, a distance of 30 miles.

CAPITAL STOCK.

The total par value of authorized capital stock is \$1,200,000, divided into shares of \$100 each. The total amount issued and outstanding is \$90,000.

The manner of payment for capital stock is as follows:

	Number of Shares.	Total Cash Realized.
Issued for cash.....	800	\$80,000 00
Issued for part payment of note.....	100	10,000 00
Totals.....	900	\$90,000 00

FUNDED DEBT.

Class of Bond and Date of Maturity.	Authorized Issue.	Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
First mortgage, December 1, 1903.....	\$600,000 00	\$191,000 00	\$190,700 00

These bonds bear 6 per cent interest, payable in April and October. The amount accrued during the year is \$11,460, and there was paid \$13,140 in interest during the same time.

As security for the first mortgage bonds issued, the road from Eureka to Burrells, including all equipment, was mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$335,326 34	Cash	\$81,062 95
Audited vouchers and ac- counts	10,943 83	Due from agents	9,786 33
Matured interest coupons un- paid (including coupons due April 1, 1892)	5,730 00	Due from solvent companies and individuals	257 00
Matured interest unpaid on bills payable	89,651 82	Balance—floating debt	431,651 99
Balance—cash assets	91,106 28		
Total	\$522,758 27	Total	\$522,758 27

RECAPITULATION.

Accounts.	Total.	Miles.	Amount per Mile of Road.
Capital stock	\$90,000 00	30	{ \$3,000 00 6,366 67 14,388 39
Funded debt	191,000 00		
Floating debt, balance of	431,651 99		
Totals	\$712,651 99	30	\$23,755 06

By referring to report for 1889 you will note that the funded debt was \$466,000, but should have been \$191,000, as the additional bonds were given as security on company's note for \$285,325 64. During the fore part of the year 1892 the above note was converted into bonds, and 100 shares of stock canceled.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, Operating Expenses.	Expenditures, not Operating Expenses.	Total Expenditures.
Construction:			
Right of way		\$30 00	\$30 00
Fences	\$152 33		152 33
Grading and bridge and culvert masonry	8,280 20		8,280 20
Ties	11 40		11 40
Tunnel	2,279 97		2,279 97
Buildings, furniture, and fixtures	1,039 76	5,839 29	6,879 05
Shop machinery and tools	37 60		37 60
Telephone lines	405 22		405 22
General repairs	1,162 67		1,162 67
Other items	462 84		426 84
Total construction	\$13,795 99	\$5,869 29	\$19,655 33
Equipment:			
Locomotives	\$602 61		\$602 61
Passenger cars	2,179 12	\$2,477 08	4,656 20
Baggage, express, and postal cars	286 50		286 50
Freight cars	256 48		258 48
Floating equipment	2,864 28		2,864 28
Total equipment	\$6,190 99	\$2,477 08	\$8,668 07
Grand total construction and equipment	\$19,986 98	\$8,346 37	\$28,323 40

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to December 31, 1890.	Net Additions During Year.	Total Cost to December 31, 1891.
Construction:			
Right of way	\$26,120 75	\$30 00	\$26,150 75
Other real estate	8,182 00		8,182 00
Fences	5,689 59	99 95	5,789 54
Grading and bridge and culvert masonry	380,591 37		380,591 37
Bridges and trestles	7,984 74		7,984 74
Rails	164,013 01		164,013 01
Ties	9,735 24		9,735 24
Other superstructure	1,615 67	2,010 70	3,626 37
Buildings, furniture, and fixtures	32,824 72	3,728 64	36,553 36
Shop machinery, tools	162 19		162 19
Telephone line	437 65		437 65
General repairs	19,237 76		19,237 76
Other items	564 42		564 42
Total construction	\$657,160 11	\$5,869 29	\$663,029 40
Equipment:			
Locomotives	\$29,003 43		\$29,003 43
Passenger cars	17,706 95	\$2,477 08	20,184 03
Baggage, express, and postal cars	221 99		221 99
Freight cars	9,108 72		9,108 72
Other cars of all classes	23,562 58		23,562 58
Floating equipment	12,614 25		12,614 25
Total equipment	\$92,217 92	\$2,477 08	\$94,695 00
Grand total cost construction and equip- ment	\$749,378 03	\$8,346 37	\$757,724 40

MISCELLANEOUS INCOME.

Items.	Amount.
Freight earnings	\$71,872 19
Freight earnings—gravel	1,135 35
Passenger earnings	37,891 85
Wharfage earnings	4,144 47
Storage earnings	298 24
Mail and express earnings	3,199 51
Rent earnings	1,861 30
Water earnings	47 50
Total	\$120,450 41
Less sundry expenses	57,140 05
Net miscellaneous income	\$63,310 36

INCOME ACCOUNT.

Gross earnings from operation	\$120,450 41	
Less operating expenses	52,536 85	
Total income		\$67,913 56
Deductions from income:		
Interest on funded debt accrued during year	\$13,140 00	
Interest and discount on floating debt paid during year	8,197 40	
Taxes	4,603 20	
Other deductions	8,586 28	
Total deductions from income		34,526 88
Net income		\$33,386 68

DR.		GENERAL BALANCE SHEET.		CR.
Cost of road	\$19,655 33	Capital stock		\$90,000 00
Cost of equipment	8,668 07	Funded debt		191,000 00
Cash items	91,106 28	Floating debt		431,651 99
Deficit from operation	629,474 00	Surplus from operation		33,386 69
Total	\$748,903 68	Total		\$748,903 68

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$67,913 56	Interest on funded debt paid..	\$13,140 00
		Other interest paid	8,197 40
		Taxes	4,603 20
		Permanent improvements ...	5,869 29
		Equipment	2,477 08
		Increase of cash assets	33,386 68
		Other expenditures	239 91
Total	\$67,913 56	Total	\$67,913 56

EARNINGS FROM OPERATION.

Items.	Actual Earn-ings.
Passenger:	
Passenger revenue	\$37,891 85
Mail and express	3,199 51
Total passenger earnings	\$41,091 36
Freight revenue	\$73,007 54
Wharfage and storage	4,442 71
Total freight earnings	\$77,450 25
Total passenger and freight earnings	\$118,541 61
Rentals of buildings, tracks, yards, and terminals	1,908 80
Total gross earnings from operation	\$120,450 41

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$4,140 10	\$4,140 10	\$8,280 20
Renewals of ties	5 70	5 70	11 40
Repairs of fences, road-crossings, signs, and cattle guards	76 16	76 17	152 33
Repairs of buildings	415 55	415 56	831 11
Repairs of docks and wharves	432 94	432 95	865 89
Repairs of telegraph	202 61	202 61	405 22
Other expenses	928 37	928 38	1,856 75
Totals	\$6,201 43	\$6,201 47	\$12,402 90
Maintenance of equipment:			
Repairs and renewals of locomotives	\$301 30	\$301 31	\$602 61
Repairs and renewals of passenger cars	2,179 12	2,179 12	2,179 12
Repairs and renewals of freight cars	258 48	258 48	258 48
Repairs and renewals of ferry-boats, tugs, floats, and barges	804 81	804 82	1,609 63
Shop machinery, tools, etc.	18 80	18 80	37 60
Other expenses	240 88	240 88	481 76
Totals	\$3,803 39	\$1,365 81	\$5,169 20
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$2,321 81	\$2,321 81	\$4,643 62
Fuel for locomotives	765 42	765 42	1,530 84
Water supply for locomotives	112 14	112 15	224 29
All other supplies for locomotives	208 29	208 29	416 58
Wages for other trainmen	1,858 87	1,858 88	3,717 75
Wages of switchmen, flagmen, and watch- men	360 00	360 00	720 00
Wages of station agents, clerks, and laborers	5,735 35	5,735 35	11,470 70
Station supplies	104 32	104 33	208 65
Loss and damage	35 00	35 00	70 00
Injuries to persons	79 85	79 85	159 70
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies.	600 00	600 00	1,200 00
Other expenses		950 70	950 70
Totals	\$12,181 05	\$13,131 78	\$25,312 83
General expenses:			
Salaries of officers	\$2,045 00	\$2,045 00	\$4,090 00
Advertising	128 57	128 58	257 15
Rent of buildings, tracks, yards, and terminal	690 00	690 00	1,380 00
Legal expenses	218 45	218 45	436 90
Stationery and printing	1,743 94	1,743 93	3,487 87
Other general expenses	2,301 60	2,301 60	4,603 20
Totals	\$7,127 56	\$7,127 56	\$14,255 12
Recapitulation of expenses:			
Maintenance of way and structures	\$6,201 43	\$6,201 47	\$12,402 90
Maintenance of equipment	3,803 39	1,365 81	5,169 20
Conducting transportation	12,181 05	13,131 78	25,312 83
General expenses	7,127 56	7,127 56	14,255 12
Grand totals	\$29,313 43	\$27,826 62	\$57,140 05
Percentage of operating expenses to earnings.			48

CONTRACTS, AGREEMENTS, ETC.

Contract between the Eel River and Eureka Railroad Company and Pacific Lumber Company, to transport lumber, shakes, shingles, etc., from Junction Station, on the Eel River and Eureka Railroad, to South Bay, loaded on cars of Pacific Lumber Company, for \$1 per thousand feet, to take not less than four cars at any one time and return empty cars without charge; also, to transport material for constructing and equipping their mills and railroad, loaded on their cars, from South Bay to Junction Station, at 50 cents per ton. Contract to hold good for twenty years from August, 1883.

Also, contract with the Milford Land and Lumber Company, to transport lumber on their cars from Salmon Creek Mill to their wharf at South Bay, at the rate of 65 cents

per thousand feet, board measure. Contract to hold good for ten years, from November 21, 1885.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers	4	\$3,500 00	
General office clerks	1	600 00	
Station agents	11		\$2 16 $\frac{3}{8}$
Other station men	3		2 00
Enginemen	3		2 50
Firemen	3		1 16
Conductors	2		2 50
Other trainmen	7		1 16
Carpenters	1		3 50
Section foremen	1		2 25
Employés—account floating equipment	5		2 01
All other employés and laborers	25		2 00
Total	66		

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passenger, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	41,888	
Number of passengers carried one mile	41,888	
Average distance carried—miles	23	
Total passenger revenue		\$37,891 85
Amount received from each passenger		90+
Average receipts per passenger per mile		04+
Passenger earnings per mile of road		1,647 47
Freight traffic:		
Number of tons carried of freight earning revenue	13,297	
Number of tons carried one mile	13,297	
Total freight revenue		71,872 19
Lumber—feet	27,798,064	
Shingles	94,422,964	
Shakes	6,501,696	
Passenger and freight:		
Passenger and freight earnings		118,541 61
Passenger and freight earnings per mile of road		5,153 98
Expense per mile of road		2,484 35
Total earnings per mile of road, including mails, express, etc.		5,236 97
Total mileage trains earning revenue	54,750	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road— Tons.
Products of agriculture:	
Grain	1,850
Hay	659
Fruit and vegetables	475
Products of animals:	
Live stock	91
Poultry, game, and fish	999
Wool	216
Butter	1,217
Products of forest:	
Shingles	94,422,962
Lumber	27,798,064
Shakes	6,501,696
Merchandise	5,745
Miscellaneous	2,045
Total tonnage	13,297

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.
Locomotives:		
Passenger.....		3
Freight.....		
Switching.....		
Total.....		3
Cars in passenger service:		
First-class passenger cars.....	4	7
Combination passenger cars.....		1
Total.....	4	8
Cars in freight service:		
Box cars.....		10
Flat cars.....		28
Total.....		38
Cars in company's service:		
Gravel cars.....		1
Total owned.....		50
Cars used from other companies:		
Pacific Lumber Company.....		80
Eel River Valley Lumber Company.....		35

MILEAGE OF ROAD OPERATED.

Length of single track, 25 miles of main line, and 5 miles of sidings, yard track, etc.; total length of all tracks, 30 miles.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching, and construction locomotives consumed 1,100 cords of wood, the average cost of which, at distributing point, was \$4 per cord.

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 1; combination, 1.

Trestles: Aggregate length, 4,514 feet.

Tunnels: 1; aggregate length, 1,945 feet.

Gauge of track: 4 feet 8½ inches.

Telephone: Owned by this company, 26 miles of line.

Number of stations on all roads operated by this company in California: 9.

DISPOSITION OF BONDS.

First mortgage bonds to the amount of \$191,000 were sold, realizing \$190,700 in cash. There remains unsold bonds to the amount of \$409,000.

STATE OF CALIFORNIA,)
County of Humboldt,) ss.

John M. Vance, President of the Eel River and Eureka Railroad Company, and T. R. Lever, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

JOHN M. VANCE.
T. R. LEVER.

Subscribed and sworn to before me, this twelfth day of July, 1892.

[SEAL.]

J. V. GILLEN,
Notary Public.

NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Nevada County Narrow Gauge Railroad Company.
2. Date of organization: April 4, 1874.
3. Under laws of what Government, State, or Territory organized: Laws of California.

ORGANIZATION.

Name of Directors.	Post Office Address.
John F. Kidder	Grass Valley.
Peter Johnston	Grass Valley.
Edw. H. Brown	Grass Valley.
George Fletcher	Grass Valley.
Geo. D. McLean	Grass Valley.
Frank G. Beatty	Nevada City.
A. H. Parker	Nevada City.

Date of expiration of term of Directors: April, 1892.

Number of stockholders at date of last election: 103.

Last meeting of stockholders for election of Directors: April 1, 1891.

Post Office address of general and operating offices: Grass Valley.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and President	John F. Kidder	Grass Valley, Cal.
Vice-President	Peter Johnston	Grass Valley, Cal.
Secretary and Auditor	George Fletcher	Grass Valley, Cal.
Treasurer	Edw. H. Brown	Grass Valley, Cal.
Chief Engineer and General Manager	John F. Kidder	Grass Valley, Cal.
General Solicitor	A. B. Dibble	Grass Valley, Cal.
General Superintendent	Edw. H. Brown	Grass Valley, Cal.
General Passenger, Ticket, Freight, and Baggage Agent	George Fletcher	Grass Valley, Cal.

PROPERTY OPERATED.

The Nevada County Narrow Gauge Railroad is operated from Colfax to Nevada City, a distance of 22.50 miles.

CAPITAL STOCK.

The total par value of authorized capital stock is \$400,000, divided into shares of \$100 each. The total amount issued and outstanding is \$242,200.

Manner of payment for capital stock: Issued for cash, 2,422 shares; total cash realized, \$242,850. There were 2,440 shares issued, the full par value being levied by assessments. On 18 shares only \$650 was paid, and at delinquent sale the stock reverted to the company, the \$650 being placed to profit and loss account.

FUNDED DEBT.

First mortgage bonds to the amount of \$325,000 were authorized to be issued in 1876, to run thirty years. Of this amount \$260,000 worth are now outstanding, on which full cash value was realized. The bonds bear 8 per cent interest, payable in January and July. The total amount of interest accrued during the year was \$20,800, all of which was paid.

As security for these bonds the entire road and all equipment were mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$3,000 00	Cash	\$3,226 54
Audited vouchers and ac- counts	2,615 47	Due from agents	1,494 23
Wages and salaries	3,190 40	Net traffic balances due from other companies	868 15
Matured interest coupons un- paid	10,400 00	Balance—floating debt	13,616 95
Total	\$19,205 87	Total	\$19,205 87

Amount of interest and discount paid during year upon floating debt and current liabilities, \$334 43.

RECAPITULATION.

Accounts.	Total.	Miles.	Amount per Mile of Road.
Capital stock	\$242,200 00	22½	\$10,764 44
Funded debt	260,000 00		11,555 55
Floating debt, balance of	13,616 95		605 19
Total	\$515,816 95	22½	\$22,925 18

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.	Credits, Property and Material Sold.	Differences, etc.
Construction:			
Right of way	\$11 45	\$500 00	\$488 55
Shop machinery and tools	1,074 94	-----	1,074 94
Total construction	\$1,086 39	\$500 00	\$586 39
Equipment:			
Passenger cars	\$1,414 53	-----	-----
Freight cars	650 00	-----	-----
Total equipment	\$2,064 53	-----	-----
Grand total construction and equipment	\$3,150 92	\$500 00	\$2,650 92

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.	Net Additions During Year.	Total Cost to Dec. 31, 1891.	Cost Per Mile.
Construction:				
Right of way, other real estate, and fences	\$26,260 92	-----	\$25,772 37	\$1,145 43
Grading and bridge and cul- vert masonry	245,024 88	-----	245,024 88	10,889 99
Bridges and trestles	48,235 37	-----	48,235 37	2,143 79
Rails, ties, and other super- structure	164,285 09	-----	164,285 09	7,301 56
Shop machinery, tools	30,571 84	\$1,074 94	32,646 78	1,450 95
Engineering expenses	12,901 32	-----	12,901 32	573 39
Other items	13,885 05	-----	13,885 05	617 11
Total construction	\$542,164 47	\$1,074 94	\$542,750 86	\$24,122 26
Equipment:				
Locomotives	\$27,904 28	-----	\$27,904 28	\$1,240 19
Passenger cars	7,884 09	\$1,414 53	9,298 62	413 22
Combination cars	6,216 76	-----	6,216 76	276 30
Freight cars	30,684 22	650 00	31,334 22	1,392 63
Other cars of all classes	1,445 54	-----	1,445 54	64 25
Total equipment	\$74,134 89	\$2,064 53	\$76,199 42	\$3,386 64
Grand total cost construc- tion and equipment	\$616,299 36	\$3,139 47	\$618,950 28	\$27,508 90

INCOME ACCOUNT.

Gross earnings from operation	\$88,696 18	
Less operating expenses	63,250 18	
Total income		\$25,446 00
Deductions from income:		
Interest on funded debt accrued during year	\$20,800 00	
Interest and discount on floating debt paid during year	334 43	
Taxes	1,357 68	
Total deductions from income		22,492 11
Net income		\$2,953 89
Surplus on December 31, 1890	\$110,007 90	
Surplus for the year ending December 31, 1891	2,953 89	
Surplus on December 31, 1891		\$112,961 79

DR.

GENERAL BALANCE SHEET.

CR.

Cost of road	\$542,750 86	Capital stock	\$242,200 00
Cost of equipment	76,199 42	Funded debt	260,000 00
Materials and supplies	9,828 46	Floating debt	13,616 95
		Surplus from operation	112,961 79
Total	\$628,778 74	Total	\$628,778 74

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation	\$25,446 00	Interest on funded debt paid	\$20,800 00
Net increase floating debt	3,295 12	Other interest paid	334 43
Net amount from sales of lands	500 00	Taxes	1,357 68
		Permanent improvements	1,086 39
		Equipment	2,064 53
		Increase of other assets	3,598 09

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$33,589 05
Mail	1,713 20
Express	2,543 77
Extra baggage and storage	640 07
Total passenger earnings	\$38,486 09
Freight revenue	\$48,039 44
Transfer charges	2,170 65
Total freight earnings	\$50,210 09
Total passenger and freight earnings	\$88,696 18

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway, and renewals of rails and ties	\$6,228 80	\$7,172 22	\$13,401 04
Repairs of bridges and culverts	1,312 84	1,511 69	2,824 53
Repairs of fences, road-crossings, signs, and cattle guards	97 17	111 88	209 05
Repairs of buildings	599 58	690 40	1,289 98
Totals	\$8,238 39	\$9,486 19	\$17,724 58
Maintenance of equipment:			
Repairs and renewals of locomotives	\$1,476 40	\$1,700 01	\$3,176 41
Repairs and renewals of passenger cars	4,530 70		4,530 70
Repairs and renewals of freight cars		2,736 01	2,736 01
Shop machinery, tools, etc.	45 38	52 25	97 63
Totals	\$6,052 48	\$4,488 27	\$10,540 75
Conducting transportation:			
Wages of enginemen, firemen, and round-housemen	\$2,742 73	\$3,158 16	\$5,900 89
Fuel for locomotives	3,183 88	3,666 12	6,850 00
Water supply for locomotives	229 43	264 19	493 62
All other supplies for locomotives	323 59	372 61	696 20
Wages for other trainmen	2,056 08	2,367 51	4,423 59
Wages of switchmen, flagmen, and watchmen	404 38	465 62	870 00
Wages of station agents, clerks, and laborers	3,219 09	3,706 66	6,925 74
Station supplies	24 36	28 04	52 40
Loss and damage		94 59	94 59
Injuries to stock	15 00		15 00
Totals	\$12,198 54	\$14,123 49	\$26,322 05
General expenses:			
Salaries of officers	\$2,788 80	\$3,211 20	\$6,000 00
Salaries of clerks	148 74	171 26	320 00
Advertising	350 46	403 54	754 00
Insurance	429 50	494 55	924 05
Stationery and printing	308 99	355 78	664 77
Totals	\$4,026 49	\$4,636 33	\$8,662 82
Recapitulation of expenses:			
Maintenance of way and structures	\$8,238 39	\$9,486 19	\$17,724 58
Maintenance of equipment	6,052 48	4,488 27	10,540 75
Conducting transportation	12,198 54	14,123 49	26,322 03
General expenses	4,026 49	4,636 33	8,662 82
Grand totals	\$30,515 90	\$32,734 28	\$63,250 18

Percentage of operating expenses to earnings, 71.31 per cent.

CONTRACTS, AGREEMENTS, ETC.

Agreement with Wells, Fargo & Co.'s express, for transportation of general merchandise by passenger train, at double first-class rates; fruit, fish, butter, vegetables, and ice at one and one half times first-class rates; fare of messenger, \$75 per month.

United States mail contract, under laws for regulation of Railway Mail Service, at \$75 24 per mile of road.

Agreement with Western Union Telegraph Company, giving them right of way for poles and wire on road, with free transportation for employes to repair line. The railroad company having use of line free between offices on road, and for railroad business to all points beyond line of road.

Agreement with Southern Pacific Company to conduct station business at Colfax, for the sum of \$200 per month.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Com- pensation.	Average Daily Com- pensation.
General officers	3	\$6,000 00	-----
General office clerks	1	320 00	-----
Station agents	3	3,420 00	\$3 12
Other station men	5	3,155 65	1 75
Enginemen	2	2,618 64	3 90
Firemen	2	1,670 38	2 50
Conductors	2	2,618 50	3 95
Other trainmen	4	3,095 31	2 22
Machinists	1	1,072 51	3 75
Carpenters	2	2,330 74	3 90
Other shopmen	6	5,955 47	2 98
Section foremen	2	1,668 60	2 70
Other trackmen	15	7,520 94	1 56
Switchmen, flagmen, and watchmen	2	1,615 85	1 96
All other employés and laborers	2	742 55	1 99
Totals	52	\$43,805 14	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	42,337	
Number of passengers carried one mile	444,538	
Average distance carried—miles	10.5	
Total passenger revenue		\$33,589 05
Amount received from each passenger		79.3
Average receipts per passenger per mile		07.55
Cost of carrying each passenger one mile		06.7
Passenger earnings per mile of road		1,710 49
Passenger earnings per train mile		2 15
Freight traffic:		
Number of tons carried of freight earning revenue	21,223	
Number of tons carried one mile	377,769	
Average distance haul of one ton—miles	17.8	
Total freight revenue		48,039 44
Amount received from each ton of freight		2 26
Average receipts per ton per mile		12.7
Cost of carrying one ton one mile		08.68
Freight earnings per mile of road		2,231 56
Freight earnings per train mile		1 45
Passenger and freight:		
Passenger and freight earnings		88,696 18
Passenger and freight earnings per mile of road		3,942 05
Expense per mile of road		2,811 12
Total earnings per mile of road, including mails, express, etc.		3,942 05
Train mileage:		
Miles run by passenger trains	6,331	
Miles run by freight trains	17,956	
Miles run by mixed trains	28,344	
Total mileage trains earning revenue	52,631	
Miles run by construction and other trains	1,199	
Total train mileage	53,830	

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.
Locomotives:		
Passenger		2
Freight		1
Totals		3
Cars in passenger service:		
First-class passenger cars		2
Second-class passenger cars	1	1
Combination passenger cars		2
Totals	1	5
Cars in freight service:		
Box cars		20
Flat cars	2	27
Totals	2	47
Cars in company's service:		
Other road cars		4
Total		4
Total owned		56

The locomotives and passenger cars are equipped with the Westinghouse train-brake.

MILEAGE OF ROAD OPERATED.

The length of single track is 22.5 miles, of which 14.5 miles are equipped with iron rails and 8 miles with steel rails. In addition there are 4 miles of yard track, sidings, etc., all equipped with iron rails. The total mileage is 26.5 miles.

RENEWALS OF TIES.

New ties laid during year, 7,000 pine. Average price at distributing point, 30 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching, and construction locomotives consumed 1,957 cords of wood in running 53,830 miles. The average cost of the wood at distributing point was \$3 50 per cord.

CHARACTERISTICS OF ROAD.

Colfax to Nevada City: Length, 22.50 miles; aggregate length of curved lines, 12.26 miles; length of straight track, 10.24 miles; length of level track, .68 miles; number of ascending grades, 8; sum of ascents, 1,158 feet; aggregate length of ascending grades, 12.16 miles; number of descending grades, 7; sum of descents, 1,049 feet; aggregate length of descending grades, 9.66 miles.

Bridges: Wooden, 1; combination, 1.

Trestles: 7; aggregate length, 5,176 feet.

Tunnels: 2; maximum length, 420 feet; minimum length, 390 feet; aggregate length, 810 feet.

Gauge of track: 3 feet.

Telegraph: Operated by Western Union Telegraph Company, 17 miles of line.

Number of stations on all roads operated by this company in California: 3.

Date when the road or portions thereof were opened for public use: From Colfax to Grass Valley, April 17, 1876; from Grass Valley to Nevada City, May 24, 1876.

STATE OF CALIFORNIA, }
County of Nevada. } ss.

John F. Kidder, President of the Nevada County Narrow Gauge Railroad Company, and George Fletcher, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

JOHN F. KIDDER.
GEORGE FLETCHER.

Subscribed and sworn to before me, this twenty-third day of April, 1892.

[SEAL.]

A BURROWS,
Notary Public.

NATIONAL CITY AND OTAY RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: National City and Otay Railway Company.

2. Date of organization: December 28, 1886.

3. Under laws of what Government, State, or Territory organized: Laws of the State of California.

4. Names and charters of the constituent companies: National City and Otay Railway Company, incorporated December 28, 1886; Otay Railway Company, incorporated September 28, 1887. Copy of articles of incorporation filed with Secretary of State: National City and Otay Railway Company, January 13, 1887; Otay Railway Company, October 10, 1887. Copy of articles of association, incorporation, amalgamation, and consolidation filed with the Secretary of State, October 12, 1888. Certificate of issuance of capital stock filed with Secretary of State, January 5, 1889.

5. Date: October 1, 1888. Authority: Statutes of California.

ORGANIZATION.

Names of Directors.	Post Office Address.
Benjamin Kimball.....	Boston, Mass.
Benjamin P. Cheney.....	Boston, Mass.
Walter L. Frost.....	Boston, Mass.
Warren C. Kimball.....	National City, Cal.
John E. Best.....	National City, Cal.
Henry Gray.....	National City, Cal.

Date of expiration of term of Directors: Until their successors shall have been elected. The vacancy caused by the death of W. G. Dickinson has not yet been filled.

Number of stockholders at date of last election: 8.

Last meeting of stockholders for election of Directors: March 31, 1891.

Post Office address of general office: National City, Cal., and Boston, Mass.

Post Office address of operating office: National City, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Benjamin Kimball.....	Boston, Mass.
Secretary and Assistant Treasurer.....	Henry Gray.....	National City.
Treasurer and Assistant Secretary.....	S. W. Reynolds.....	Boston, Mass.
General Solicitor.....	J. D. Schuyler.....	National City.
General Manager.....	Geo. J. Larkin.....	National City.

PROPERTY OPERATED.

Name.	Terminals.	Description.	Miles.
National City and Otay Railway.....	San Diego to Oneonta.....	Main line.....	16.29
	Tia Juana Junction to Tia Juana.....	Branch line.....	4.46
	Sweetwater to La Presa Junction.....	Branch line.....	7.83
Total.....	.....	.....	28.58

The total par value of authorized capital stock is \$1,300,000, divided into shares of \$100 each. The total amount issued and outstanding is \$200,000.

In December, 1888, first mortgage gold bonds were issued, and the amount now outstanding is \$451,000. The bonds mature in 1933, and bear 6 per cent interest, payable in June and December. The interest accrued during the year was \$27,060.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Audited vouchers and ac- counts	\$3,223 30	Bills receivable	\$1,732 58
Wages and salaries	219 63	Due from agents	4,062 48
Balance—cash assets	2,352 13		
Total	\$5,795 06	Total	\$5,795 06

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.
Construction:	
Road-crossings and signs	\$18 38
Rails	213 76
Other superstructure	161 61
Buildings, furniture, and fixtures	783 48
Engineering expenses	6 75
Total construction	\$1,183 98
Equipment:	
Locomotives	\$23 52
Passenger and baggage cars	12 00
Total equipment	\$35 52
Grand total construction and equipment	\$1,219 50

COST OF ROAD AND EQUIPMENT.

Items..	Total Cost to December 31, 1890.	Net Additions During Year.	Total Cost to December 31, 1891.
Construction:			
Road-crossings and signs		\$18 38	
Rails		213 76	
Other superstructure		161 61	
Buildings, furniture, and fixtures		783 48	
Engineering expenses		6 75	
Total construction	\$363,773 92	\$1,183 98	\$364,957 90
Equipment:			
Locomotives		\$23 52	
Passenger and baggage cars		12 00	
Total equipment	\$75,859 05	\$35 52	\$75,894 57
Grand total construction and equipment ..	\$439,632 97	\$1,219 50	\$440,852 47

INCOME ACCOUNT.

Gross earnings from operation	\$35,112 67
Less operating expenses	41,830 24
Deficit December 31, 1891	\$6,717 57

DR.		GENERAL BALANCE SHEET.		CR.	
Cost of road	\$364,957 90	Subscription account		\$499,344 10	
Cost of equipment	75,894 57	Sundries		3,442 93	
Materials and supplies	5,534 16				
Sundries	31,716 17				
Deficit from operation 1889, 1890-91	24,684 23				
Total	\$502,787 03	Total		\$502,787 03	

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$23,616 05
Mail and express	1,222 83
Other items	231 50
Total passenger earnings	\$25,070 38
Freight revenue	10,042 29
Total passenger and freight earnings	\$35,112 67

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway	\$8,510 07
Repairs of bridges and culverts	7 45
Repairs of fences, road-crossings, signs, and cattle guards	70
Repairs of buildings	29 37
Total	\$8,547 59
Maintenance of equipment:	
Repairs and renewals of locomotives	\$2,698 93
Repairs and renewals of passenger and combination cars	883 65
Repairs and renewals of freight cars	284 29
Shop machinery, tools, etc.	70 60
Total	\$3,937 47
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$6,323 94
Fuel for locomotives	9,153 90
Water supply for locomotives	315 64
All other supplies for locomotives	294 65
Wages for other trainmen	3,860 51
All other train supplies	104 17
Wages of station agents, clerks, laborers, and station supplies	2,942 15
Loss and damage	37 68
Injuries to persons	10 00
Total	\$23,042 64

OPERATING EXPENSES—Continued.

Items.	Total.
General expenses:	
Salaries of officers, clerks, and office expenses and supplies	\$4,450 30
Advertising	435 14
Insurance	186 50
Legal expenses	13 50
Stationery and printing	310 43
Other general expenses	220 00
Taxes	686 67
Total	\$6,302 54
Recapitulation of expenses:	
Maintenance of way and structures	\$8,547 59
Maintenance of equipment	3,937 47
Conducting transportation	23,042 64
General expenses	6,302 54
Grand total	\$41,830 24
Percentage of operating expenses to earnings	119.13

CONTRACTS, AGREEMENTS, ETC.

Mail Contracts.—August 19, 1890, Route No. 176,061, San Diego to Tia Juana, 20.10 miles, from July 1, 1890, to June 30, 1894; rate, \$859 27 per annum, being \$42 75 per mile. August 19, 1890, Route No. 176,062, Tia Juana Junction to Oneonta, 1.94 miles, from July 1, 1890, to June 30, 1894; rate, \$32 93 per annum, being \$42 75 per mile. May 27, 1891, Route No. 176,047, Sweetwater Junction to La Presa, 7.83 miles, from November 17, 1890, to June 30, 1894; rate, \$333 87 per annum, being \$42 75 per mile.

EMPLOYÉS AND SALARIES.

Class.	Number.	Average Daily Compensation.
General officers (paid in Boston).		
General Manager and office clerks	3	\$4 04
Station agents	4	1 50
Other station men	1	1 50
Enginemen	2	3 50
Firemen	2	2 25
Conductors	2	2 75
Other trainmen	2	2 15
Machinists	1	2 75
Carpenters	1	3 00
Other shopmen	2	2 25
Section foremen	4	2 50
Other trackmen	8	1 75

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	151,500	
Total passenger revenue		\$23,616 05
Freight traffic:		
Number of tons carried of freight earning revenue	12,273	
Total freight revenue		10,042 29
Mail, express, and other earnings		1,454 33
Passenger and freight:		
Passenger, freight, and other earnings		\$35,112 67
Train mileage:		
Miles run by passenger trains	75,862.81	
Miles run by mixed trains	11,871.24	
Total mileage trains earning revenue	87,734.05	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road. Tons.	Received from Connecting Roads—Tons.
Products of agriculture:		
Wheat, barley, etc.	475	
Flour		214
Hay	826	
Fruit and vegetables	607	
Oranges	412	
Lemons	105	
Products of animals:		
Dressed meats		33
Poultry, game, and fish	6	
Hides and leather	4	
Products of mines:		
Bituminous coal, and coke		878
Ores		2,338
Stone, sand, and other like articles	1,847	
Products of forest:		
Lumber		1,039
Manufactures:		
Petroleum and other oils		108
Castings and machinery		186
Cement, brick, and lime	760	
Agricultural implements		39
Wines, liquors, and beers		78
Household goods and furniture		141
Pipe	118	
Merchandise		629
Miscellaneous		1,430
Total tonnage	5,160	7,113

DESCRIPTION OF EQUIPMENT.

Total at end of year: Locomotives—passenger, 6. Cars in passenger service—first-class passenger cars, 7; combination passenger cars, 3. Cars in freight service—box cars, 4; flat cars, 31. Total owned, 51.

MILEAGE OF ROAD OPERATED.

Length of single track, main line, 16.29 miles; branches, 12.29 miles; total, 28.58 miles. The rails in use are steel.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger locomotives consumed 974 tons soft coal and also some wood, amounting in all to 980¾ tons of fuel. The distance run was 87,734 miles, or at the rate of 22.35 pounds per mile. The average cost of fuel at distributing point is \$9 per ton.

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles	Length of Straight Track—Miles
San Diego to Oneonta.....	16.29	36	1.97	14.32
Sweetwater Junction to La Presa.....	7.83	37	2.25	5.58
Tia Juana Junction to Tia Juana.....	4.46	8	.76	3.69

Profile.

Working Divisions or Branches.	Length of Level Track—Miles	Number of Ascending Grades	Sum of Ascents—Feet	Aggregate Length of Ascending Grades—Miles	Number of Descending Grades	Sum of Descents—Feet	Aggregate Length of Descending Grades—Miles
San Diego to Oneonta.....	2.72	49	431	6.56	54	418	7.01
Sweetwater Junction to La Presa.....	.94	30	310	6.80	1	4	.09
Tia Juana Junction to Tia Juana.....	2.32	8	48	1.81	3	9	.33

Bridges: Wooden, 29; combination, 1.

Gauge of track: 56½ inches.

Number of stations on all roads operated by this company in California: 18.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From San Diego to National City.....	June 16, 1887.
From National City to Chula Vista.....	June 26, 1887.
From Chula Vista to Otay.....	October 2, 1887.
From Sweetwater Junction to Whitneys.....	December 4, 1887.
From Whitneys to Sweetwater Dam.....	December 25, 1887.
From Otay to Oneonta.....	December 25, 1887.
From Sweetwater Dam to La Presa.....	February 17, 1888.
From Tia Juana Junction to Tia Juana.....	May 20, 1888.

STATE OF CALIFORNIA, }
County of San Diego. } ss.

George J. Lockie, General Manager of the National City and Otay Railway Company, and Henry Gray, Assistant Treasurer of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

GEORGE J. LOCKIE.
HENRY GRAY.

Subscribed and sworn to before me, this seventh day of April, 1892.

[SEAL.]

GEO. W. BEERMAKER,
Notary Public.

COLUSA AND LAKE RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Colusa and Lake Railroad Company.
2. Date of organization: November 27, 1886.
3. Under laws of what Government, State, or Territory organized: Laws of the State of California.
4. Names of the constituent companies: Colusa Railroad Company, incorporated July 23, 1885; Colusa and Lake Railroad Company, incorporated June 8, 1886.
5. Date of consolidation: November 27, 1886.

ORGANIZATION.

Names of Directors.	Post Office Address.
W. P. Harrington	Colusa.
E. W. Jones	Colusa.
E. A. Harrington	Colusa.
Geo. Hager	Colusa.
J. W. Goad	Colusa.
Peter Peterson	Sites.
John Sites	Sites.
John Boggs	Princeton.
J. H. Roberts	Sacramento.

Number of stockholders at date of last election: 96.

Last meeting of stockholders for election of Directors: December 7, 1891.

Post Office address of general and operating offices: Colusa.

OFFICERS.

Title.	Name.	Location of Office.
President	W. P. Harrington	Colusa.
Vice-President	E. W. Jones	Colusa.
Secretary	T. Harrington	Colusa.
Treasurer	Colusa County Bank	Colusa.
General Superintendent	E. A. Harrington	Colusa.

PROPERTY OPERATED.

Colusa and Lake Railroad is operated from Colusa to Sites, a distance of 22 miles.

CAPITAL STOCK.

The total par value of authorized capital stock is \$400,000, divided into shares of \$100 each. The total amount issued and outstanding is \$100,500.

FUNDED DEBT.

In April, 1887, an authorized issue of \$70,000 worth of bonds, secured by deed of trust, was made. These are all outstanding, and the full value was realized. The bonds mature in 1907, and bear 6 per cent interest, payable in April and October. The interest accrued during the year was \$4,200, all of which was paid.

SECURITY FOR FUNDED DEBT.

As security for the bonds, the road from Colusa to Sites, and also equipment, was mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

The cash assets available for payment of floating debt and current liabilities amounts to \$3,153 62.

The amount of interest and discount paid during year upon floating debt and current liabilities was \$145 22.

RECAPITULATION.

Accounts.	Amount.
Capital stock.....	\$100,500 00
Funded debt.....	70,000 00
Total.....	\$170,500 00

PERMANENT IMPROVEMENTS FOR THE YEAR.

The expenditures during the year, not including operating expenses, was \$229 85 for rails.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.	Net Additions During Year.	Total Cost to Dec. 31, 1891.
Construction.....	\$148,905 06	\$206 85	\$149,111 91
Buildings, furniture, and fixtures.....	8,683 92	1,123 27	9,807 19
Total construction.....	\$157,588 98	\$1,330 12	\$158,919 10
Equipment:			
Locomotives.....	\$9,485 85		\$9,485 85
Cars of all classes.....	14,955 85		14,955 85
Total equipment.....	\$24,441 70		\$24,441 70
Grand total cost construction and equip- ment.....	\$182,030 68	\$1,330 12	\$183,360 80

INCOME ACCOUNT.

Gross earnings from operation.....	\$24,991 12	
Less operating expenses.....	14,574 87	
Income from operation.....		\$10,416 25
Deductions from income:		
Interest on funded debt accrued during year.....	\$4,200 00	
Interest and discount on floating debt paid during year...	145 22	
Taxes.....	527 00	
Other deductions.....	16 25	
Total deductions from income.....		4,888 47
Net income.....		\$5,527 78
Deficit on December 31, 1890.....		1,267 14
Surplus for year ending December 31, 1891.....		3,153 62

DR.

GENERAL BALANCE SHEET.

CR.

Cost of road.....	\$158,919 10	Capital stock.....	\$100,500 00
Cost of equipment.....	24,829 25	Funded debt.....	70,000 00
Other permanent investments.....	1,123 27	Surplus from operation.....	18,171 31
Cash.....	3,153 62		
Materials and supplies.....	646 07		
Total.....	\$188,671 31	Total.....	\$188,671 31

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$10,416 25	Interest on funded debt paid	\$4,200 00
		Other interest paid	145 22
		Taxes	527 00
		Reduction of floating debt	1,267 14
		Permanent improvements	1,123 27
		Increase of cash assets	3,153 62
Total	\$10,416 25	Total	\$10,416 25

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions, etc.	Actual Earn- ings.
Passenger revenue	\$15,324 16		
Less repayments		\$2,971 70	
Total passenger revenue			\$12,332 46
Mail			951 16
Express			480 00
Total passenger earnings			\$13,783 62
Freight revenue	\$10,342 85		
Less repayments		\$462 60	
Total freight earnings			9,880 25
Total passenger and freight earnings			\$23,663 87
Other earnings from operation:			
Rentals of buildings, tracks, yards, and ter- minals			1,327 25
Total gross earnings from operation			\$24,991 12

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures (renewals of rails)	\$229 85
Conducting transportation	12,965 02
General expenses (salaries)	1,380 00
Total	\$14,574 87
Percentage of operating expenses to earnings	58 per cent.

CONTRACTS, AGREEMENTS, ETC.

Contract to carry United States mails, at \$951 16 per year.

Contract with Wells, Fargo & Co. to carry expressage, at \$480 per year.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Monthly Compensation.
General officers.....	1	\$1,200 00	\$100 00
Secretary.....	1	180 00	15 00
Station agents.....	2	420 00	35 00
Enginemen.....	2	1,980 00	82 50
Firemen.....	1	720 00	80 00
Conductors.....	1	780 00	65 00
Other trainmen.....	1	720 00	60 00
Machinists.....	1	720 00	60 00
Section foremen.....	1	780 00	65 00
Other trackmen (\$1 25 per day).....	10	3,900 00	-----
All other employés and laborers.....	1	30 00	2 50
Total.....	22	\$11,430 00	-----

PASSENGER AND FREIGHT TRAFFIC.

The number of passengers carried earning revenue was 11,665, and the revenue therefrom \$12,352 46.

The number of tons carried of freight earning revenue was 8,615, and the revenue therefrom was \$9,880 25.

DESCRIPTION OF EQUIPMENT.

Total number at end of year: Locomotives—passenger, 2. Cars in passenger service—first-class passenger cars, 2; combination passenger cars, 1; baggage, express, and postal cars, 2. Cars in freight service—box cars, 4; flat cars, 20. Total owned, 29.

MILEAGE OF ROAD OPERATED.

The length of single track is 22 miles main line, and 1 mile sidings, yard track, etc. The rails are steel.

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 2.

Trestles: 2; aggregate length, one half mile.

Gauge of track: 3 feet.

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use: From Colusa to Colusa Junction, February 1, 1886; Colusa Junction to Sites, August 10, 1887.

STATE OF CALIFORNIA,)
County of Colusa.) ss.

W. P. Harrington, President of the Colusa and Lake Railroad Company, and T. Harrington, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

W. P. HARRINGTON.
T. HARRINGTON.

Subscribed and sworn to before me, this nineteenth day of February, 1892.

[SEAL.]

J. W. GOAD,
Notary Public.

ARCATA AND MAD RIVER RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Arcata and Mad River Railroad Company.

2. Date of organization: December 29, 1881.

3. Under laws of what Government, State, or Territory organized: Laws of the State of California.

ORGANIZATION.

Name of Directors.	Post Office Address.
F. Korbel	San Francisco.
A. Korbel	San Francisco.
J. Korbel	San Francisco.
Anna Korbel	San Francisco.
Therese Korbel	San Francisco.

Date of expiration of term of Directors: January, 1893.

Number of stockholders at date of last election: 5.

Last meeting of stockholders for election of Directors: January 4, 1892.

Post Office address of general office: 823 Bryant Street, San Francisco.

Post Office address of operating office: Arcata, Humboldt County, California.

OFFICERS.

Title.	Name.	Location of Office.
President	F. Korbel	San Francisco.
Secretary	J. Korbel	San Francisco.
Treasurer	A. Korbel	San Francisco.
General Superintendent	V. Zaruba	Arcata.

PROPERTY OPERATED.

The Arcata and Mad River Railroad is operated from Arcata to North Fork, a distance of 12 miles.

CAPITAL STOCK.

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for cash	3,000	\$60,000 00
Issued for construction	5,400	108,000 00
Total	8,400	\$168,000 00

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$933 64	Cash	\$204 78
Wages and salaries	556 60	Bills receivable	12,070 69
Balance—cash assets	187,740 00	Other cash assets	2,863 19
		Balance—floating debt	173,091 58
Total	\$189,230 24	Total	\$189,230 24

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, Operating Expenses.	Expenditures, not Operat- ing Expenses.	Total Expenditures.
Construction:			
Roadbed	\$117,689 15	\$109,543 71	\$8,145 44
Fences	392 61		392 61
Bridges and trestles	1,294 84		1,294 84
Other superstructure	10 19		10 19
Buildings, furniture, and fixtures	17,248 09	16,700 22	547 87
Shop machinery and tools	1,626 25	1,339 95	286 30
Telephone line	94 74		94 74
Wharfing, etc.	2,083 93		2,083 93
Sidings and yard extensions	50 00		50 00
Total construction	\$140,489 80	\$127,583 88	\$12,905 92
Equipment:			
Locomotives and cars of all kinds	\$43,604 91	\$39,772 36	\$3,832 55
Floating equipment	5,670 15	3,300 00	2,370 15
Total equipment	\$49,275 06	\$43,072 36	\$6,202 70
Grand total construction and equipment..	\$189,764 86	\$170,656 24	\$19,108 62

STOCK OWNED.

By Whom.	Par Value.	Income or Dividend Received.
F. Korbcl, A. Korbcl, J. Korbcl, Anna Korbcl, and Therese Korbcl	\$168,000 00	\$14,739 67

INCOME ACCOUNT.

Gross earnings from operation	\$99,556 82
Less operating expenses	84,817 15
Income from operation	\$14,739 67
Deductions from income—taxes	960 39
Net income	\$14,739 67

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.	Appropriation of Resources.
Net income from operation... \$14,739 67	Taxes
Net amount realized from stock issued	Dividends
168,000 00	Sinking fund
	\$960 39
	4,739 67
	10,000 00

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions, etc.	Actual Earnings.
Passenger revenue	\$19,322 80	\$17 10	\$19,305 70
Mail	1,520 24		1,520 24
Express	144 00		144 00
Other items	2,410 00	34 27	2,375 73
Freight revenue	49,955 21	72 44	49,882 77
Elevators	20,270 97	8,898 26	11,342 71
Other items	251 92	131 00	120 92
	2,535 14	7 00	2,528 14
			4,390 09
			241 25
Other earnings from operation			157 83
			199 27
			7,348 20
Total gross earnings from operation			\$99,556 82

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway		\$8,145 44	\$8,145 44
Repairs of bridges and culverts		1,294 84	1,294 84
Repairs of fences, road-crossings, signs, and cattle guards		392 61	392 61
Repairs of buildings		2,083 93	2,083 93
Repairs of docks and wharves		94 74	94 74
Totals		\$12,011 56	\$12,011 56
Maintenance of equipment:			
Repairs and renewals of locomotives		\$183 45	\$183 45
Repairs and renewals of passenger cars		144 38	144 38
Repairs and renewals of freight cars		3,504 72	3,504 72
Repairs and renewals of ferry-boats, tugs, floats, and barges	\$2,165 89		2,165 89
Totals	\$2,165 89	\$3,832 55	\$5,998 44
Conducting transportation:			
Wages of enginemen, firemen, and round-housemen		\$4,261 50	\$4,261 50
Fuel for locomotives		2,888 03	2,888 03
Water supply for locomotives		38 50	38 50
All other supplies for locomotives		533 81	533 81
Wages for other trainmen		1,680 00	1,680 00
Wages of switchmen, flagmen, and watchmen		4,697 06	4,697 06
Wages of station agents, clerks, and laborers		660 00	660 00
Car mileage—balances		50 49	50 49
Loss and damage	\$557 00		557 00
Injuries to persons			1,237 68
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies		220 65	220 65
Other expenses			3,360 00
Totals	\$557 00	\$15,030 04	\$20,184 72

OPERATING EXPENSES—Continued.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General expenses:			
Salaries of officers.....			\$40,000 00
Salaries of clerks.....			3,540 00
Advertising.....	\$138 50		138 50
Insurance.....		\$225 00	225 00
Legal expenses.....		122 73	122 73
Other general expenses.....			2,596 20
Totals.....	\$138 50	\$347 73	\$46,622 43
Recapitulation of expenses:			
Maintenance of way and structures.....			\$12,011 56
Maintenance of equipment.....			5,998 44
Conducting transportation.....			20,184 72
General expenses.....			46,622 43
Grand totals.....			\$84,817 15

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	5	\$40,000 00	\$111 10
General office clerks.....	2	1,680 00	6 18
Station agents.....	1	1,920 00	5 33
Other station men.....	1	660 00	1 83
Enginemen.....	3	3,000 00	8 32
Firemen.....	3	2,160 00	6 00
Conductors.....	1	960 00	2 66
Other trainmen.....	1	720 00	2 30
Carpenters.....	2	1,992 00	6 38
Section foremen.....	2	1,680 00	5 38
Other trackmen.....	8	5,688 00	18 20
Switchmen, flagmen, and watchmen.....	1	960 00	3 08
Employés— account floating equipment.....	2	1,200 00	3 32
All other employés and laborers.....	6	4,320 00	13 80
.....	1	1,200 00	3 33
.....	1	960 00	2 66
Totals.....	40	\$69,100 00	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

The number of passengers carried earning revenue was 37,667, and the revenue therefrom was \$19,305 70, or an average of 50 cents from each passenger.

The number of tons carried of freight earning revenue was 8,453³⁷/₈₀, and the revenue therefrom was \$11,342 71.

The average number of loaded cars in train was 16; average number of empty cars in train, 20; average number of tons of freight in train, 64; average number of tons of freight in each loaded car, 4.

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road—Tons.	Received from Connecting Roads—Tons.
Grain		593 $\frac{3}{4}$
Flour		521 $\frac{1}{4}$
Potatoes	1,253 $\frac{1}{2}$	
Peas	214 $\frac{1}{2}$	
Wool	57 $\frac{1}{2}$	
Hides and leather	206 $\frac{1}{10}$	
Bolts	693 cords.	
Posts	2,508 pieces.	
Shakes	5,164,075 pieces.	
Lumber	21,854,505 feet.	
Shingles	43,208,550 pieces.	
Wines, liquors, and beer		2521 $\frac{1}{2}$
Merchandise	1,536 $\frac{1}{2}$	3,699 $\frac{3}{4}$
Miscellaneous		118 $\frac{1}{2}$
Total tonnage	3,267 $\frac{3}{10}$	5,186 $\frac{1}{10}$

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.
Locomotives		4
Second-class passenger cars		3
Combination passenger cars		1
Box cars	1	3
Stock cars		160
Cars in company's service	6	22
Total owned	7	193

MILEAGE OF ROAD OPERATED.

Length of single track: 12 miles of main line and 3 miles of sidings, yard track, etc.
Iron rails are used on the sidings, etc., and steel rails on the main line.

RENEWAL OF RAILS AND TIES.

New rails laid during year: steel, 57 tons.

New ties laid during year: 3,150 redwood.

CONSUMPTION OF FUEL.

The locomotives consumed 666 $\frac{7}{10}$ cords of wood, and the steamer 707 $\frac{1}{4}$ cords.

ACCIDENTS.

There was one employé killed, and also one injured by coupling cars.

CHARACTERISTICS OF ROAD.

Arcata to North Fork: Length, 12 miles; number of curves, 34; length of straight track, 3 miles.

Bridges: Wooden, 1.

Trestles: 17; aggregate length, 3,550 feet.

Gauge of track: 45 $\frac{1}{2}$ inches.

Number of stations on all roads operated by this company in California: 1.

DESCRIPTION OF ROAD.

The road from Arcata to North Fork was opened for traffic in December, 1883.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Joseph Korbel, Secretary of the Arcata and Mad River Railroad Company, being duly sworn, deposes and says that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

JOSEPH KORBEL.

Subscribed and sworn to before me, this seventh day of April, 1892.

[SEAL.]

JAMES L. KING,
Notary Public.

VISALIA RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Visalia Railroad Company.
2. Date of organization: May 24, 1874.
3. Under the laws of what Government, State, or Territory organized: Laws of the State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.
R. E. Hyde	Visalia.
E. Jacob	Visalia.
S. Sweet	San Francisco.
L. C. Hyde	Visalia.
S. Mitchell	Visalia.

Date of expiration of term of Directors: June 11, 1892.

Number of stockholders at date of last election, 5.

Last meeting of stockholders for election of Directors: June 13, 1891.

Post Office address of general and operating offices: Visalia.

OFFICERS.

Title.	Name.	Location of Office.
President	R. E. Hyde	Visalia.
Vice-President	E. Jacob	Visalia.
Secretary	Julius Levy	Visalia.
Treasurer	E. Jacob	Visalia.

CAPITAL STOCK.

The total par value of authorized capital stock is \$100,000, divided into shares of \$100 each. The total amount issued and outstanding is \$82,025. The amount of capital stock issued per mile of road is \$14,886.

Manner of payment for capital stock: Issued for cash, 1,000 shares; total cash realized, \$82,025.

COST OF ROAD AND EQUIPMENT.

The cost of construction to December 31, 1891, is \$108,231 45; of equipment to same date, \$36,001 50; total, \$144,232 95, which is a cost of \$17,307 per mile of road.

STOCKS OWNED.

By Whom.	Par Value.
R. E. Hyde	\$43,500 00
S. Sweet	31,100 00
E. Jacob	24,700 00
L. C. Hyde	400 00
S. Mitchell	300 00

MISCELLANEOUS INCOME.

Gross income:		
Fares	\$12,003 00	
Freights	9,128 15	
Express	1,015 00	
Mail	196 48	
		\$22,342 63
Less expense:		
Salaries	\$8,956 00	
Other salaries	825 00	
Carriage, S. P. R. R.	1,400 00	
Fuel	2,475 00	
Taxes	720 58	
Station supplies	950 00	
Insurance	62 50	
		15,389 08
Net miscellaneous income		\$6,953 55

INCOME ACCOUNT.

Gross earnings from operation	\$22,342 63	
Less operating expenses	15,389 08	
		\$6,953 55
Income from operation		720 58
Deductions from income—taxes		
Net income		\$6,232 97

DR.

GENERAL BALANCE SHEET.

CR.

Cost of road	\$108,231 45	Capital stock	\$82,025 00
Cost of equipment	36,001 50	Surplus from operation	69,207 95
Lands owned	3,000 00		
Materials and supplies	4,000 00		
Total	\$151,232 95	Total	\$151,232 95

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation	\$6,953 55	Taxes	\$720 58
Net amount realized from stock issued	82,025 00	Permanent improvements	108,231 45
		Equipment	36,001 50

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$12,003 00
Mail	196 48
Express	1,015 00
Total passenger earnings	\$13,214 48
Freight revenue	9,128 15
Total passenger and freight earnings	\$22,342 63

OPERATING EXPENSES.

Items.	Amount.
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen.....	\$8,956 00
Fuel for locomotives.....	2,475 00
Wages of station agents, clerks, and laborers.....	825 00
Station supplies.....	950 00
Car mileage—balances.....	1,400 00
Total.....	\$14,606 00
Percentage of operating expenses to earnings.....	1.45

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	3		
Station agents.....	1	\$1,200 00	\$3 29
Enginemen.....	1	1,320 00	3 61
Conductors.....	1	720 00	1 97
Other trainmen.....	1	720 00	1 97
Section foremen.....	1	1,080 00	3 46
Other trackmen.....	4	3,116 00	2 50
All other employés and laborers.....		800 00	2 56
Total.....		\$8,956 00	

PASSENGER AND FREIGHT TRAFFIC.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	24,006	
Average distance carried—miles.....	7 $\frac{1}{3}$	
Total passenger revenue.....		\$12,003 00
Amount received from each passenger.....		50
Average receipts per passenger per mile.....		07
Freight traffic:		
Number of tons carried of freight earning revenue.....	10,739	
Average distance haul of one ton—miles.....	7 $\frac{1}{3}$	
Total freight revenue.....		9,128 15
Amount received for each ton of freight.....		85
Average receipts per ton per mile.....		12

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road—Tons.	Received from Connecting Roads—Tons.
Products of agriculture:		
Grain	536	
Flour		73
Hay	50	
Fruit and vegetables	308	10
Products of animals:		
Live stock	1,100	80
Wool	10	
Products of mines:		
Anthracite coal	140	183
Products of forest:		
Lumber	95	1,316
Manufactures:		
Petroleum and other oils		142
Sugar		33
Iron, pig and bloom		21
Iron and steel rails		357
Other castings and machinery		11
Cement, brick, and lime		83
Wagons, carriages, tools, etc.		20
Wines, liquors, and beers	10	310
Household goods and furniture	50	12
Merchandise	448	2,400
Miscellaneous	2,120	821
Total tonnage	4,867	5,872

The total amount of freight moved by the company's locomotives was 10,739 tons.

DESCRIPTION OF EQUIPMENT.

The company owns 3 locomotives and 2 combination passenger cars.

MILEAGE OF ROAD OPERATED.

Length of single track, $7\frac{1}{4}$ miles of main line, and 1 mile of yard track, sidings, etc.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

The locomotives consumed 550 cords of wood.

CHARACTERISTICS OF ROAD.

Bridges: Wooden, 2.

Gauge of track: Standard.

Telegraph: Owned and operated by this company, $7\frac{1}{4}$ miles of line. Number of stations on all roads operated by this company in California, 1 (the terminus).

The date of opening the road for traffic was September, 1874.

STATE OF CALIFORNIA, }
County of Tulare. } ss.

R. E. Hyde, President of the Visalia Railroad Company, and Julius Levy, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

R. E. HYDE.
JULIUS LEVY.

Subscribed and sworn to before me, this twenty-second day of April, 1892.

[SEAL.]

C. J. GIDDINGS,
Notary Public.

VISALIA AND TULARE RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Visalia and Tulare Railroad Company.
2. Date of organization: November 4, 1887.
3. Under laws of what Government, State, or Territory organized: Laws of the State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.
Jasper Harrell	Visalia.
A. J. Harrell	Visalia.
V. D. Knapp	Visalia.
G. A. Botsford	Visalia.
H. P. Perkins	Visalia.
J. Goldman	Tulare.
T. H. Thompson	Tulare.

Number of stockholders at date of last election: 9.

Post Office address of general and operating offices: Visalia.

OFFICERS.

Title.	Name.	Location of Office.
President	Jasper Harrell	Visalia.
Vice-President	J. Goldman	Tulare.
Secretary	A. J. Harrell	Visalia.
Treasurer	Harrell & Son	Visalia.
General Manager	A. J. Harrell	Visalia.
General Passenger Agent	T. H. Thompson	Tulare.

PROPERTY OPERATED.

The Visalia and Tulare Railroad is operated from Visalia to Tulare, a distance of 11½ miles.

CAPITAL STOCK.

The total par value of authorized capital stock is \$100,000, divided into shares of \$100 each. The total amount issued and outstanding is \$50,000.

Manner of payment for capital stock: Issued for cash, 1,000 shares; total cash realized, \$50,000.

FUNDED DEBT.

In 1888, first mortgage bonds to the amount of \$50,000 were authorized to be issued, and are now outstanding. The cash realized was \$49,000. The bonds mature in 1898, and bear 7 per cent interest, payable semi-annually. The interest accrued during the year was \$3,500, all of which was paid.

As security for the above bonds, a lien was given on the entire road and its equipment.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1891.	Cost per Mile.
Construction	\$91,054 66	\$7,917 78
Buildings, furniture, and fixtures	2,612 12	227 13
Total construction	\$93,666 78	\$8,144 91
Equipment	21,150 78	1,839 19
Total cost of construction and equipment	\$114,817 56	\$9,984 10

INCOME ACCOUNT.

Gross earnings from operation.....	\$18,522 60	
Less operating expenses.....	10,588 84	
Income from operation.....		\$7,933 76
Deductions from income:		
Interest on funded debt accrued during year.....	\$3,500 00	
Interest and discount on floating debt paid during year...	682 86	
Taxes.....	571 71	
Other deductions.....	1,145 90	
Total deductions from income.....		5,900 47
Net income.....		\$2,033 29
Surplus on December 31, 1890.....	\$5,447 42	
Surplus for year ending December 31, 1891.....	2,033 29	
Surplus December 31, 1891.....		7,480 71

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road.....	\$91,054 66	Capital stock.....	\$50,000 00
Cost of equipment.....	21,150 78	Funded debt.....	50,000 00
Buildings.....	2,612 12	Floating debt.....	7,810 18
Bills receivable.....	373 33	Surplus from operation.....	7,480 71
Lands owned.....	100 00		
Total.....	\$115,290 89	Total.....	\$115,290 89

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$7,933 76	Interest on funded debt paid.....	\$3,500 00
		Other interest paid.....	683 86
		Taxes.....	571 71
		Reduction of funded debt.....	1,776 97
		Other expenditures.....	1,145 90

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue.....	\$16,602 20
Extra baggage and storage.....	130 15
Total passenger earnings.....	\$16,732 35
Freight revenue.....	1,715 25
Total passenger and freight earnings.....	\$18,447 60
Other earnings from operation.....	75 00
Total gross earnings from operation.....	\$18,522 60

OPERATING EXPENSES.

Items.	Amount.
Maintenance of way and structures	\$5,164 71
Maintenance of equipment	209 29
Conducting transportation	4,255 54
General expenses	959 20
Total	\$10,588 84

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officer	1	\$360 00	\$1 00
Engineman	1	1,215 45	3 33
Fireman	1	730 00	2 00
Conductor	1	912 50	2 50
Section foreman	1	842 40	2 70
Other trackmen	3	624 00	2 00
Totals	8	\$4,684 35	\$13 33

PASSENGER AND FREIGHT TRAFFIC.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	32,501	
Number of passengers carried one mile	373,761	
Average distance carried—miles	11½	
Total passenger revenue		\$16,602 20
Freight traffic:		
Number of tons carried of freight earning revenue	1,206	
Number of tons carried one mile	13,869	
Average distance haul of one ton—miles	11½	
Total freight revenue		1,715 25
Passenger and freight earnings		\$18,317 45

DESCRIPTION OF EQUIPMENT.

The company has 2 locomotives and 3 passenger cars.

MILEAGE OF ROAD OPERATED.

Length of single track, 11½ miles of main line, and one half mile of yard track, sidings, etc.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger locomotives consumed 365 cords of wood in running 25,185 miles.

ACCIDENTS.

The only accident during the year was to a man who had his leg cut off by being run over.

CHARACTERISTICS OF ROAD.

Visalia to Tulare: Length, 11½ miles; number of curves, 4; aggregate length of curved lines, 1½ miles; length of straight track, 10 miles; length of level track, 11½ miles; trestles, aggregate length, 150 feet; gauge of track, 4 feet 8½ inches.

Number of stations on all roads operated by this company in California: 2.

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use: The road from Visalia to Tulare was opened for traffic on October 22, 1888.

STATE OF CALIFORNIA, }
County of Tulare. } ss.

Jasper Harrell, President of the Visalia and Tulare Railroad Company, and A. J. Harrell, General Manager and Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

JASPER HARRELL.
A. J. HARRELL.

Subscribed and sworn to before me, this fourteenth day of April, 1892.

[SEAL.]

WM. H. HAMMOND,
Notary Public.

REDONDO RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Redondo Railway Company.
2. Date of organization: April 1, 1889.
3. Under laws of what Government, State, or Territory organized: Laws of the State of California.

ORGANIZATION.

Name of Directors.	Post Office Address.
George J. Ainsworth	Redondo Beach.
R. H. Thompson	Redondo Beach.
L. T. Garnsey	Redondo Beach.
D. McFarland	Redondo Beach.
W. H. Bonsall	Redondo Beach.

Date of expiration of term of Directors: January, 1893.

Number of stockholders at date of last election: 7.

Last meeting of stockholders for election of Directors: January 11, 1892.

Post Office address of general and operating offices: Redondo Beach, Cal.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and President	George J. Ainsworth	Redondo Beach.
Vice-President	R. H. Thompson	Redondo Beach.
Secretary, Treasurer, and Auditor	S. P. Rees	Redondo Beach.
Chief Engineer	L. Friel	Los Angeles.
General Solicitor	A. M. Stephens	Los Angeles.
Assistant Solicitor	Sheldon Borden	Los Angeles.
General Manager	R. H. Thompson	Redondo Beach.
Superintendent	J. N. Sutton	Los Angeles.
Superintendent of Telegraph	J. M. Hatcher	Redondo Beach.

PROPERTY OPERATED.

The Redondo Railway is operated from Redondo Beach to Los Angeles, a distance of 17 $\frac{7}{10}$ miles.

CAPITAL STOCK.

The total par value of authorized capital stock is \$5,000,000, divided into 5,000 shares of \$100 each. The total amount issued and outstanding is \$5,000,000.

Manner of payment for capital stock: Issued for cash, 5,000 shares; total cash realized, \$360,545 83.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$21,699 65	Cash	\$5,403 25
Audited vouchers and ac- counts	25	Due from agents	65 00
Miscellaneous	18 00	Due from solvent companies and individuals	3,041 19
		Balance—floating debt	13,208 46
Total	\$21,717 90	Total	\$21,717 90

Amount of interest and discount paid during year upon floating debt and current liabilities, \$1,102 41.

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock	\$360,545 83	17½	\$21,356 85
Floating debt, balance of	13,208 46		
Totals	\$373,754 29	17½	\$21,356 85

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures, not Operating Expenses.	Credits, Property, and Material Sold.	Differences.
Construction:			
Right of way	\$1,452 22		\$1,452 22
Fences	47 69		47 69
Grading and bridge and culvert masonry	1,592 55		1,592 55
Bridges and trestles	131 13		131 13
Rails	23,494 80	\$2,931 56	20,563 24
Ties	4,773 42		4,773 42
Other superstructure	1,488 33		1,488 33
Buildings, furniture, and fixtures	1,112 41		1,112 41
Shop machinery and tools	2,155 93		2,155 93
Engineering expenses	386 05		386 05
Interest and discount—account construction	948 76		948 76
Telegraph line	46 85		46 85
Sidings and yard extensions	2,485 31		2,485 31
Other items	8,622 45		8,622 45
Total construction	\$48,737 90	\$2,931 56	\$45,806 34
Equipment:			
Passenger cars	\$3,902 89		\$3,902 89
Sleeping, parlor, and dining cars	237 32		237 32
Freight cars	755 39		755 39
Total equipment	\$4,895 60		\$4,895 60
Grand total construction and equipment	\$53,633 50	\$2,931 56	\$50,701 94

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.	Net Additions During Year.	Total Cost to Dec. 31, 1891.
Construction:			
Right of way	\$23,183 70	\$1,452 22	\$24,735 92
Fences	699 06	47 69	747 65
Grading and culvert	23,836 39	1,592 55	25,428 94
Bridges and trestles	321 88	131 13	453 01
Rails	80,122 99	20,563 24	100,686 23
Ties	20,385 39	4,773 42	25,158 81
Other superstructure	2,163 76	1,488 33	3,652 09
Buildings, furniture, and fixtures	13,371 57	1,112 41	14,483 98
Shop machinery and tools	2,375 03	2,155 93	4,530 96
Engineering expenses	3,260 39	386 05	Pro rated.
Interest and discount—account construction	1,617 13	948 76	.....
Telegraph line	3,329 33	46 85	3,376 18
Sidings and yard extensions	2,060 45	2,485 31	4,545 76
Terminal facilities and elevators	10,000 00	.....	10,000 00
Purchase of constructed road	25,000 00	.....	25,000 00
Other items	16,143 68	8,622 45	Pro rated.
Total construction	\$194,993 19	\$45,806 34	\$242,799 53
Equipment:			
Locomotives	\$37,236 53	\$3,902 89	\$41,139 42
Passenger cars	26,652 15	237 32	26,889 47
Combination cars	5,697 62	.....	5,697 62
Freight cars	16,438 36	755 39	17,193 75
Other cars of all classes	561 44	.....	561 44
Total equipment	\$86,586 10	\$4,895 60	\$91,481 70
Grand total cost construction and equip- ment	\$281,579 29	\$50,701 94	\$334,281 23

The cost per mile of road for construction is \$13,874 25; for equipment, \$5,227 50; total cost per mile of road, \$19,101 75.

INCOME ACCOUNT.

Gross earnings from operation	\$58,631 52	
Less operating expenses	57,698 78	
Income from operation		\$932 74
Income from other sources		5,198 30
Total income		\$6,131 04
Interest and discount on floating debt paid during year	\$153 65	
Taxes	779 11	
Other deductions	5,220 70	
Total deductions from income		6,153 46
Loss		\$22 42
Surplus on December 31, 1890		\$20,529 16
Surplus on December 31, 1891		20,506 74

Dr.		GENERAL BALANCE SHEET.		Cr.	
Cost of road.....	\$242,799 53	Capital stock.....	\$360,545 83		
Cost of equipment.....	91,481 70	Floating bebt.....	21,717 90		
Land owned.....	54,060 33	Surplus from operation.....	932 74		
Cash items.....	8,509 44	Surplus from other business			
Materials and supplies.....	3,582 65	investments.....	19,574 00		
Sundries.....	2,336 82				
Total.....	\$402,770 47	Total.....	\$402,770 47		

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$932 74	Interest paid.....	\$153 65
Net amount realized from stock issued.....	69,045 83	Taxes.....	779 11
Net amount decrease of cash assets.....	47 31	Reduction of floating debt ..	15,694 31
Receipts from other sources ..	614 25	Permanent improvements...	45,806 34
		Equipment.....	4,895 60
		Increase of cash assets	969 06
		Increase of other assets	2,342 06
Total.....	\$70,640 13	Total.....	\$70,640 13

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue.....	\$29,255 57
Freight revenue.....	27,664 78
Total passenger and freight earnings.....	\$56,920 35
Other earnings from operation:	
Telegraph companies.....	106 77
Other sources.....	1,604 40
Total gross earnings from operation.....	\$58,631 52

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway.....	\$9,058 00
Repairs of fences, road-crossings, signs, and cattle guards.....	22 75
Repairs of buildings.....	147 82
Total	\$9,228 57
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,461 57
Repairs and renewals of passenger cars.....	827 28
Repairs and renewals of freight cars.....	649 63
Total	\$2,938 48
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen.....	\$7,214 41
Fuel for locomotives.....	14,276 85
Water supply for locomotives.....	311 10
All other supplies for locomotives.....	360 25
Wages for other trainmen.....	3,289 45
All other train supplies.....	139 03
Wages of switchmen, flagmen, and watchmen.....	1,317 64
Wages of station agents, clerks, and laborers.....	3,117 97
Station supplies.....	99 02
Loss and damage.....	2,183 00
Injuries to persons.....	376 41
Other expenses.....	3,760 97
Total	\$36,446 10
General expenses:	
Salaries of officers.....	\$2,988 21
Salaries of clerks.....	1,199 15
General office expenses and supplies.....	24 81
Advertising.....	1,685 93
Stationery and printing.....	1,009 40
Other general expenses.....	2,178 13
Total	\$9,085 63
Recapitulation of expenses:	
Maintenance of way and structures.....	\$9,228 57
Maintenance of equipment.....	2,938 48
Conducting transportation.....	36,446 10
General expenses.....	9,085 63
Grand total.....	\$57,698 78
Percentage of operating expenses to earnings.....	98.41

IMPORTANT CHANGES DURING THE YEAR.

Three miles of 24-pound steel rail taken up from old line on Vermont Avenue and new line built on new location with 48-pound steel, slightly shortening the distance.

CONTRACTS, AGREEMENTS, ETC.

Contract with Pacific Postal Telegraph Company over our lines free, we to receive 10 per cent on business originating at this point (Redondo).

Agreement with Southern Pacific Company, Southern California Railway Company, Pacific Coast Steamship Company, and Wilmington Transportation Company to maintain rates.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers	4	\$4,800 00	\$13 33
General office clerks	3	1,200 00	3 34
Station agents	2	1,920 00	5 33
Other station men	5	3,240 00	9 00
Enginemen	3	3,240 00	9 00
Firemen	3	2,520 00	7 00
Conductors	3	3,240 00	9 00
Other trainmen	3	810 00	2 25
Machinists	1	1,080 00	3 00
Carpenters	2	2,340 00	6 50
Other shopmen	3	3,280 00	9 12
Section foremen	3	2,790 00	7 75
Other trackmen	14	8,820 00	24 50
Switchmen, flagmen, and watchmen	2	1,560 00	4 33
All other employés and laborers	5	3,000 00	8 34
Totals	56	\$43,840 00	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	54,280	
Total passenger revenue		\$29,255 57
Amount received from each passenger		53.89
Passenger earnings per mile of road		1,671.75
Freight traffic:		
Number of tons carried of freight earning revenue	22,102	
Total freight revenue		27,664 78
Amount received for each ton of freight		1 25
Freight earnings per mile of road		1,580 84
Passenger and freight:		
Passenger and freight earnings		56,920 35
Passenger and freight earnings per mile of road		3,252 59
Expense per mile of road		3,200 87
Total earnings per mile of road, including mails, express, etc.		3,553 43
Train mileage:		
Miles run by mixed trains	74,614	
Average number of tons of freight in train	60	
Average number of tons of freight in each loaded car	10	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road— Tons.	Received from Connecting Roads—Tons.	Total Tonnage.
Products of agriculture:			
Grain.....	654		654
Flour.....		100	100
Hay.....	767		767
Fruit and vegetables.....	242		242
Products of animals:			
Hides and leather.....		25	25
Products of mines:			
Coke.....		120	120
Products of forest:			
Lumber.....	1,470	1,940	3,410
Manufactures:			
Petroleum and other oils.....		250	250
Sugar.....		800	800
Iron, pig and bloom.....		224	224
Iron and steel rails.....		64	64
Other castings and machinery.....		255	255
Cement, brick, and lime.....		1,284	1,284
Agricultural implements.....		75	75
Wines, liquors, and beers.....		300	300
Household goods and furniture.....		50	50
Merchandise.....		13,482	13,482
Total tonnage.....	3,133	18,969	22,102

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.
Locomotives:		
Passenger, freight, and switching.....	1	4
Motor.....		1
Total.....	1	5
Cars in passenger service:		
First-class passenger cars.....		11
Combination passenger cars.....		3
Other cars in passenger service.....		1
Total.....		15
Cars in freight service:		
Box cars.....	4	16
Flat cars.....		17
Other cars.....		6
Total.....	4	39
Total owned.....	5	59

The locomotives and passenger cars are fitted with the Westinghouse train-brake, and also 30 of the freight cars. The passenger cars also have the Miller automatic coupler.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	New Line Constructed During Year.
Length of single track.....	17.7	3 miles.
Length of yard track, sidings, and spurs.....	2.6	2,328 feet.
Aggregate length of all tracks.....	20.3	

The road is equipped with steel rails.

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 225 tons. Average price of rails at distributing point, \$49 04 per ton.

New ties laid during year, 10,800 redwood and Oregon pine. Average price at distributing point, 30 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, and construction locomotives consumed 1,451 tons of coal in running 79,947 miles, an average of 36 pounds per mile. The average cost of coal at distributing point is \$10 per ton.

ACCIDENTS.

A man struck by locomotive and knocked off track; no permanent injury resulted.

CHARACTERISTICS OF ROAD.

Redondo to Los Angeles: Length, 92,928 feet; number of curves, 23; aggregate length of curved lines, 11,818 feet; length of straight track, 81,110 feet; length of level track, 14,350 feet; number of ascending grades, 27; sum of ascents, 305 feet; aggregate length of ascending grades, 40,100 feet; number of descending grades, 23; sum of descents, 181 feet; aggregate length of descending grades, 38,478 feet.

Gauge of track: 3 feet.

Telegraph and telephone: Owned by this company, 18 miles of line, operated by this company and Pacific Postal Telegraph Company.

Number of stations on all roads operated by this company in California: 5 regular and 6 flag stations.

DESCRIPTION OF ROAD.

This road was opened for public use in January, 1890.

LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, ETC.

Individuals donated 120 acres of land; estimated value, \$34,000; corporations donated 56 town lots; estimated value, \$22,400.

STATE OF CALIFORNIA, { ss.
County of Los Angeles.)

George J. Ainsworth, President of the Redondo Railway Company, and S. P. Rees, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

GEO. J. AINSWORTH.
S. P. REES.

Subscribed and sworn to before me, this twenty-eighth day of April, 1892.

[SEAL.]

C. F. SMITH,
Justice of the Peace in and for Redondo Township, County of Los Angeles, State of California.

SIERRA VALLEY AND MOHAWK RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Sierra Valley and Mohawk Railroad Company.
2. Date of organization: October 1, 1885.
3. Under laws of what Government, State, or Territory organized: Laws of the State of California.
4. Not a consolidated company.
5. Not yet reorganized, but expects to be.
6. Road has never been operated.

ORGANIZATION.

Names of Directors.	Post Office Address.
Jas. T. Boyd.....	San Francisco.
Chas. Kohler.....	San Francisco.
R. D. Perry.....	San Francisco.
J. Goldbey.....	San Francisco.
J. McDonald.....	New York.

The Directors are holding over.

There has never been any stock issued.

Last meeting of stockholders for election of Directors: Some time in 1889.

Post Office address of general office: 401 California Street, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President.....	James T. Boyd.....	San Francisco.
Vice-President.....	Charles Kohler.....	San Francisco.
Secretary and Treasurer.....	R. D. Perry.....	San Francisco.
Chief Engineer.....	H. E. Green.....	San Francisco.

BONDS OWNED.

Bonds were issued to the value of \$150,000, but these have been expunged. The road is now owned by bondholders representing \$111,000.

SAN DIEGO, CUYAMACA, AND EASTERN RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: San Diego, Cuyamaca, and Eastern Railway Company.
 2. Date of organization: March 6, 1888.
 3. Under laws of what Government, State, or Territory organized: Laws of the State of California.
- Names of Directors: R. W. Waterman, W. S. Waterman, Geo. J. Levvy, S. M. Marshall, Robert Allison, Jos. Allison, I. M. Merrill.
- Number of stockholders at date of last election: 7.
- Post Office address of general and operating offices: San Diego, California.

OFFICERS.

Title.	Name.	Location of Office.
President	R. W. Waterman	San Diego.
Vice-President	J. S. Waterman	San Diego.
Secretary and Treasurer	Waldo S. Waterman	San Diego.
Cashier and Auditor	W. H. Kitto	San Diego.
General Solicitor	G. J. Levvy	San Diego.
General Manager	W. S. Waterman	San Diego.
Superintendent and General Passenger, Ticket, and Freight Agent	A. E. Kinney	San Diego.

PROPERTY OPERATED.

The San Diego, Cuyamaca, and Eastern Railway is operated from San Diego to Foster, a distance of 26 miles.

CAPITAL STOCK.

The total par value of authorized capital stock is \$7,000,000, divided into shares of \$100 each. The total amount issued and outstanding is \$550,000.

Manner of payment for capital stock: Issued for construction, 5,500 shares; total cash realized, \$550,000.

The issue of capital stock per mile of road is \$21,115 40.

FUNDED DEBT.

In July, 1888, first mortgage bonds to the amount of \$550,000 were authorized to be issued, all of which are now outstanding. These bonds will mature in 1918, and bear 6 cent interest, payable semi-annually. The interest accruing during the year amounted to \$33,000.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$240,807 22	Cash	\$500 66
Audited vouchers and ac- counts	300,231 52	Bills receivable	61,900 00
Wages and salaries	149 64	Due from agents	329 82
		Due from solvent companies and individuals	32,140 93
		Balance—floating debt	446,314 97
Total	\$541,186 38	Total	\$541,186 38

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to December 31, 1891.
Construction	\$550,000 00
Equipment	\$4,323 58
Locomotives	8,485 00
Passenger cars	16,000 00
Combination cars	3,200 00
Other cars of all classes	4,950 00
Total	\$36,958 58
Total cost construction and equipment	\$586,958 58

This road was built under contract with a construction company, for which bonds and stock were issued.

INCOME ACCOUNT.

Gross earnings from operation	\$41,032 96
Less operating expenses	29,491 08
Income from operation	\$11,541 88

Dr.	GENERAL BALANCE SHEET.		Cr.
Cost of road	\$550,000 00	Capital stock	\$550,000 00
Cost of equipment	36,958 58	Surplus from operation	11,541 88

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$20,147 80
Freight revenue	20,885 16
Total passenger and freight earnings	\$41,032 96

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures	\$4,226 98	\$4,226 99	\$8,453 97
Maintenance of equipment	1,000 00	1,000 00	2,000 00
Conducting transportation	8,006 55	8,006 65	16,013 30
General expenses	1,511 91	1,511 90	3,023 81
Total	\$14,745 54	\$14,745 54	\$29,491 08

Percentage of operating expenses to earnings, 72 per cent.

EMPLOYÉES AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	3	\$2,880 00	\$7 89
Station agents.....	3		
Other station men.....	4	2,160 00	5 92
Enginemen.....	1	660 00	1 81
Firemen.....	1	1,095 00	3 00
Conductors.....	1	780 00	2 14
Other trainmen.....	1	1,020 00	2 80
Section foremen.....	1	840 00	2 30
Other trackmen.....	1	840 00	2 30
Totals.....	7	3,826 20	12 25
	23	\$13,201 20	

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	41,974	
Number of passengers carried one mile.....	671,593	
Average distance carried—miles.....	16	
Total passenger revenue.....		\$20,147 80
Amount received from each passenger.....		48
Average receipts per passenger per mile.....		03
Freight traffic:		
Number of tons carried of freight earning revenue.....	16,708	
Number of tons carried one mile.....	250,620	
Average distance haul of one ton—miles.....	15	
Total freight revenue.....		20,885 16
Amount received for each ton of freight.....		1 25
Average receipts per ton per mile.....		08
Passenger and freight:		
Passenger and freight earnings.....		41,032 96
Total mileage trains earning revenue.....	43,757	

FREIGHT TRAFFIC MOVEMENT—(Company's material excluded).

Commodities.	Originating on this Road—Tons.	Total Tonnage.
Products of agriculture:		
Grain.....	2,710	
Flour.....	75	
Other mill products.....	40	
Hay.....	1,790	
Fruit and vegetables.....	440	
Raisins.....	1,575	6,630
Products of animals:		
Wool.....	20	
Hides and leather.....	5	
Honey.....	70	95
Products of mines:		
Anthracite coal.....	10	
Coke.....	375	
Stone, sand, and other like articles.....	2,550	2,935
Products of forest:		
Lumber.....	1,500	
Wood.....	100	1,600
Merchandise.....		5,448
Total tonnage.....		16,708

DESCRIPTION OF EQUIPMENT.

Total number at end of year: Locomotives—passenger, 1. Cars in passenger service—first-class passenger cars, 2; other cars, 3. Cars in freight service—box cars, 6; flat cars, 8. Total owned, 20.

MILEAGE OF ROAD OPERATED.

Length of single track, 25.37-miles; length of yard track, sidings, and spurs, 4,710 feet; aggregate length of all tracks, 26 miles

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotive consumed 1,095 tons of coal, an average of 50 pounds per mile traveled. The average cost of coal at distributing point is \$9 50 per ton.

CHARACTERISTICS OF ROAD.

San Diego to Foster: Length, 26 miles; number of curves, 51; aggregate length of curved lines, 6.463 miles; length of straight track, 18.907 miles; length of level track, 5.53 miles; number of ascending grades, 65; sum of ascents, 82,135 feet; aggregate length of ascending grades, 12,9550 miles; number of descending grades, 42; sum of descents, 431.15 feet; aggregate length of descending grades, 6.8974 miles.

Bridges: Wooden, 30.

Trestles: Aggregate length, 1,670 feet.

Gauge of track: Standard.

Telegraph: Operated by this company, 28 miles of line.

Number of stations on all roads operated by this company in California: 4.

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From San Diego to Lakeside.....April 1, 1889.

From Lakeside to Foster.....February 13, 1890.

STATE OF CALIFORNIA, }
County of San Diego. } ss.

Waldo S. Waterman, Acting President of the San Diego, Cuyamaca, and Eastern Railway Company, and Secretary of the said company, being duly sworn, deposes and says that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

WALDO S. WATERMAN.

Subscribed and sworn to before me, this twenty-fifth day of April, 1892.

[SEAL.]

F. P. BRUNER,
Notary Public.

YREKA RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Yreka Railroad Company.
2. Date of organization: May 28, 1888.
3. Under laws of what Government, State, or Territory organized: Laws of the State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.
J. Churchill	Yreka, Cal.
J. M. Wallbridge	Yreka, Cal.
H. B. Gillis	Yreka, Cal.
Charles Junker	Yreka, Cal.
F. A. Autenrieth	Yreka, Cal.

Date of expiration of term of Directors: May 2, 1892.

Number of stockholders at date of last election: 190.

Last meeting of stockholders for election of Directors: May 4, 1891.

Post Office address of general and operating offices: Yreka, California.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and President.	J. Churchill	Yreka, Cal.
Vice-President	J. M. Wallbridge	Yreka, Cal.
Secretary	F. A. Autenrieth	Yreka, Cal.
Treasurer	Siskiyou County Bank	Yreka, Cal.
General Manager and Superintendent.	J. Churchill	Yreka, Cal.
Assistant General Superintendent	F. A. Autenrieth	Yreka, Cal.
General Passenger, Ticket, and Freight Agent	F. A. Autenrieth	Yreka, Cal.

PROPERTY OPERATED.

The Yreka Railroad is operated from Montague to Yreka, a distance of 7.9 miles.

CAPITAL STOCK.

The total par value of authorized capital stock is \$100,000, divided into shares of \$25 each. The total amount issued and outstanding is \$99,075.

Manner of payment for capital stock:

	Number of Shares.	Total Cash Realized.
Issued for cash	3,963	\$49,575 00
Note of Directors and five citizens		45,000 00

FUNDED DEBT.

In 1890 first mortgage bonds to the amount of \$45,000 were authorized to be issued, and the full amount was placed on the market, selling at par. These bonds mature in 1895, and bear 7 per cent interest, payable quarterly. The interest accrued during the year amounted to \$3,150, all of which was paid.

SECURITY FOR FUNDED DEBT.

As security for the first mortgage bonds, the line of road, together with its equipments, was mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities accruing up to and including December 31, 1891, \$9,093 73, in loans and bills payable.

RECAPITULATION.

Account.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock.....	\$49,575 00	7.9	\$6,275 32
Funded debt.....	45,000 00		5,696 20
Floating debt, balance of.....	9,093 73		1,151 11
Totals.....	\$103,668 73	7.9	\$13,122 63

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures During the Year.
Construction:	
Grading and bridge and culvert masonry.....	\$1,420 70
Buildings, furniture, and fixtures.....	1,360 50
Equipment:	
Cars of all classes.....	64 25
Total construction and equipment.....	\$2,845 45

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1890.	Net Additions During Year.
Construction:		
Right of way.....	\$1,775 00	
Other real estate.....	2,561 90	
Fences.....	1,107 37	
Grading and bridge and culvert masonry.....	33,884 20	\$1,420 70
Bridges and trestles.....	3,271 10	
Rails.....	223 21	
Ties.....	22 50	
Other superstructure.....	40,330 92	
Coach shed and warehouse.....		1,360 50
Shop machinery and tools.....	6,485 20	
Terminal facilities and elevators.....	449 40	
Other items.....	5,699 25	
Total construction.....	\$95,810 05	\$2,781 20
Equipment.....	\$12,446 50	
Section car.....		\$64 25
Total equipment.....	\$12,446 50	\$64 25
Total cost construction and equipment.....	\$108,256 55	\$2,845 45

The total cost to December 31, 1891, is \$111, 102, which is at the rate of \$14,071 68 per mile.

INCOME ACCOUNT.

Gross earnings from operation.....	\$12,608 85
Less operating expenses.....	11,545 72
Income from operation.....	\$1,063 13

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road	\$95,810 05	Capital stock	\$99,075 00
Cost of equipment.....	12,510 75	Floating debt	45,000 00

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$1,059 62	Interest on funded debt paid..	\$3,150 00
		Taxes	289 02
		Rentals	344 22
		Permanent improvements...	1,360 50
		Equipment	64 25
		Section hands	1,420 70
		Train hands	3,291 63
		Wood	1,193 50
		Sundry expenses	431 90
Total	\$1,059 62	Total	\$11,545 72

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$7,253 40
Mail and express	974 45
Freight revenue	4,381 00
Total passenger and freight earnings.....	\$12,608 85

OPERATING EXPENSES.

Items.	Amount.
General office expenses and supplies.....	\$3,291 63
Interest	3,150 00
Rent of buildings, tracks, yards, and terminal	344 22
Sundries	431 90
Section hands	1,420 70
Wood	1,193 50
Taxes	289 02
Improvements, etc.	1,424 75
Total	\$11,545 72

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General office clerk, acts as conductor also	1	\$1,080 00	\$3 00
Station agent	1	180 00	50
Other station man	1	120 00	33 $\frac{1}{3}$
Engineman	1	1,080 00	3 00
Fireman	1	720 00	2 00
Section foreman	1	720 00	2 00
Total	6	\$3,900 00	.....

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Passengers, etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	12,733	
Total passenger revenue.....		\$7,253 40
Amount received from each passenger.....		56.9+
Average receipts per passenger per mile.....		07.2+
Passenger earnings per mile of road.....		918 15
Freight traffic:		
Number of tons carried of freight earning revenue.....	2,627.17	
Total freight revenue.....		4,381 00
Amount received for each ton of freight.....		16.6+
Freight earnings per mile of road.....		554 55+
Passenger and freight:		
Passenger and freight earnings.....		11,634 40
Passenger and freight earnings per mile of road.....		1,472 70
Total earnings per mile of road, including mails, express, etc.....		1,596 05
Total train mileage.....	4,245	

DESCRIPTION OF EQUIPMENT.

Total number at end of year: Locomotive—passenger, 1. Cars in passenger service—combination, 1. Cars in freight service—box cars, 1; flat cars, 2. Other road cars, 2. Total owned, 7.

MILEAGE OF ROAD OPERATED.

Length of single track, 7.5 miles; length of yard track, sidings, and spurs, .4 of a mile; aggregate length of all tracks, 7.9 miles.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

The locomotive running on this road consumed 298 cords of wood, which costs at distributing point \$4 20 per cord.

CHARACTERISTICS OF ROAD.

Montague to Yreka: Length, 7.5 miles; number of curves, 32; aggregate length of curved lines, 25,278 feet; length of straight track, 14,178 feet; length of level track, 1,250 feet; number of ascending grades, 2; sum of ascents, 221,624 feet; aggregate length of ascending grades, 24,957 feet; number of descending grades, 1; sum of descents, 128,289 feet; aggregate length of descending grades, 14,300 feet.

Bridges: Wooden, 1, with 80-foot span.

Trestles: Aggregate length, 326 feet.

Gauge of track: 4 feet 8½ inches.

DESCRIPTION OF ROAD.

This road was opened for public use on January 9, 1889.

STATE OF CALIFORNIA, }
County of Siskiyou. } ss.

Jerome Churchill, President of the Yreka Railroad Company, and Fred. A. Autenrieth, Secretary of the said company, being duly sworn, depose and say, that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

JEROME CHURCHILL.
FRED. A. AUTENRIETH.

Subscribed and sworn to before me, this thirtieth day of April, 1892.

[SEAL.]

JAS. R. TAPSCOTT,
Notary Public in and for Siskiyou County, Cal.

LOS ANGELES TERMINAL RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Los Angeles Terminal Railway Company.
2. Date of organization: January 2, 1891.
3. Under laws of what Government, State, or Territory organized: General corporation laws of the State of California.
4. This is a consolidated company formed from the Los Angeles and Glendale, the Los Angeles, Pasadena, and Glendale, and the Los Angeles Terminal.
5. Date: January 2, 1891, under authority of the general laws of California.

ORGANIZATION.

Name of Directors.	Post Office Address.
R. C. Kerens	St. Louis, Mo.
B. F. Hobart	St. Louis, Mo.
W. H. Workman	Los Angeles, Cal.
D. McFarland	Los Angeles, Cal.
T. B. Burnett	Los Angeles, Cal.

Date of expiration of term of Directors: Second Tuesday in March, 1892.

Number of stockholders at date of last election: 21.

Last meeting of stockholders for election of Directors: April 7, 1891.

Post Office address of general and operating offices: Los Angeles, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President	B. F. Hobart	St. Louis, Mo.
Vice-President	T. B. Burnett	Los Angeles, Cal.
Secretary and Treasurer	T. B. Burnett	Los Angeles, Cal.
Cashier and Auditor	George E. Wright	Los Angeles, Cal.
Chief Engineer	W. F. McClure	Los Angeles, Cal.
General Solicitor	T. E. Gibbon	Los Angeles, Cal.
General Manager	T. B. Burnett	Los Angeles, Cal.
Superintendent	William Wincup	Los Angeles, Cal.
General Passenger, Ticket, and Freight Agent	William Wincup	Los Angeles, Cal.
Superintendent of Telegraph	J. O. Dodge	Los Angeles, Cal.

PROPERTY OPERATED.

Name.	Terminals.	Miles.
Los Angeles Terminal Railway	Los Angeles to East San Pedro	27.5
	Los Angeles to Pasadena	10.2
	Los Angeles to Verdugo	9.9
Pasadena Railway	Pasadena to Altadena	6.0
Total		53.6

CAPITAL STOCK.

The total par value of authorized capital stock is \$3,000,000, divided into shares of \$100 each. The total amount issued and outstanding is \$3,000,000.

Manner of payment for capital stock:

	Number of Shares.	Total Cash Realized.
Issued for cash	150	\$15,000 00
Issued for construction	29,850	2,985,000 00
Totals	30,000	\$3,000,000 00

FUNDED DEBT.

In July, 1891, first mortgage bonds to the amount of \$1,500,000 were authorized to be issued. The entire issue is outstanding, and realized their full cash value. The bonds mature in 1931, and bear 5 per cent interest, payable in January and July. The interest accrued during the year was \$37,500.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
First mortgage bonds	Los Angeles to East San Pedro.....	27.5
	Los Angeles to Pasadena.....	10.2
	Los Angeles to Verdugo.....	9.9

Also, all equipment.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31, 1891.	Cash Assets Available for Payment of Floating Debt and Current Liabilities.
Audited vouchers and ac- counts..... \$2,536 48	Cash..... \$2,266 21
Wages and salaries..... 738 02	Due from agents..... 133 36
Matured interest coupons un- paid..... 37,500 00	Due from solvent companies and individuals..... 2,386 18
Total..... \$40,774 50	Total..... \$4,785 75

RECAPITULATION.

Accounts.	Total Amounts.	Miles.	Amount per Mile of Road.
Capital stock.....	\$3,000,000 00	47.6	\$63,025 20
Funded debt.....	1,500,000 00		31,512 60
Totals	\$4,500,000 00	47.6	\$94,537 80

PERMANENT IMPROVEMENTS FOR THE YEAR.

The road was mostly under construction during the year, and was not finished, nor the construction accounts settled, at the end of the year, and it is impossible to give these items.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1891.
Construction:	
Right of way.....	\$204,377 94
Fences.....	920 16
Grading and bridge and culvert masonry.....	44,473 01
Bridges and trestles.....	27,968 94
Rails.....	42,091 34
Ties.....	17,057 42
Other superstructure.....	8,091 14
Buildings, furniture, and fixtures.....	3,992 22
Shop machinery, tools, etc.....	3,608 44
Engineering expenses.....	25,676 30
Interest and discount—account construction.....	35,912 27
Terminal facilities and elevators.....	502,119 26
Road built by contract.....	178,000 00
Purchase of constructed road.....	63,433 21
Total construction.....	\$1,157,721 65
Equipment:	
Locomotives.....	\$20,716 55
Passenger cars.....	19,053 95
Combination cars.....	6,488 00
Freight cars.....	1,641 26
Other cars of all classes.....	827 94
Total equipment.....	\$48,727 70
Total cost construction and equipment.....	\$1,206,449 35

These are the amounts as far as settlement has been made with the contractor, but construction is not yet complete.

INCOME ACCOUNT.

Gross earnings from operation.....	\$64,462 60	
Less operating expenses.....	69,691 71	
Loss from operation.....		\$5,229 11
Deductions from income:		
Interest on funded debt accrued during year.....	\$37,500 00	
Taxes.....	1,663 63	
Rentals.....	4,253 29	
Total deductions from income.....		43,416 92
Net loss.....		\$48,646 03
		37,500 00
Loss charged contractor for interest on bonds.....		\$11,146 03
Deficit on December 31, 1891.....		\$7,419 91
Deficit for year ending December 31, 1891.....		11,146 03

The difference between these two amounts, "deficit," was charged to the chief contractor under his agreement to pay all the losses up to a certain date.

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road.....	\$1,157,721 65	Capital stock.....	\$3,000,000 00
Cost of equipment.....	48,727 70	Funded debt.....	1,500,000 00
Cash items.....	4,785 75	Floating debt.....	3,274 50
Unsettled account with chief contractor for construction.....	3,284,619 49		
Deficit from operation.....	7,419 91		
Total	\$4,503,274 50	Total	\$4,503,274 50

APPROPRIATION OF RESOURCES.

Taxes	\$1,663 63
Rentals	4,253 29
Net loss from operation	5,229 11
Total	\$11,146 03

EARNINGS FROM OPERATIONS.

Items.	Amount.
Passenger revenue	\$58,514 45
Freight revenue	5,305 79
Other earnings from operation	642 36
Total gross earnings from operation	\$64,462 60

OPERATING EXPENSES.

Items.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$11,997 07
Repairs of bridges and culverts	669 31
Repairs of fences, road-crossings, signs, and cattle guards	30 75
Repairs of buildings	309 17
Total	\$12,946 30
Maintenance of equipment:	
Repairs and renewals of locomotives	\$3,521 54
Repairs and renewals of passenger cars	3,375 83
Repairs and renewals of freight cars	718 41
Total	\$7,615 78
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$8,228 25
Fuel for locomotives	21,124 32
Water supply for locomotives	417 20
All other supplies for locomotives	663 95
Wages for other trainmen	5,767 50
All other train supplies	232 17
Expense of telegraph, including train dispatchers and operators	840 80
Wages of station agents, clerks, and laborers	4,867 40
Station supplies	330 83
Car mileage—balances	20 78
Loss and damage	157 84
Injuries to persons	130 00
Total	\$42,721 04
General expenses:	
Salaries of officers	\$2,400 00
Salaries of clerks	1,050 00
General office expenses and supplies	528 25
Agencies, including salaries, rent, and advertising	580 20
Commissions	513 10
Insurance	45 30
Legal expenses	1,067 54
Stationery and printing	224 20
Total	\$6,408 59
Recapitulation of expenses:	
Maintenance of way and structures	\$12,946 30
Maintenance of equipment	7,615 78
Conducting transportation	42,721 04
General expenses	6,408 59
Grand total	\$69,691 71
Percentage of operating expenses to earnings	108.4

RENTALS PAID.

Items.	Amount.
Rents paid for leased roads:	
Pasadena Railway	\$2,400 00
Other rentals paid: For locomotives	1,853 29
Total	\$4,253 29

IMPORTANT CHANGES DURING THE YEAR.

The road was extended during the year from Downey Avenue, Los Angeles, to East San Pedro, a distance of 29.2 miles, and opened for business on November 12, 1891.

CONTRACTS, AGREEMENTS, ETC.

Have an agreement with the Southern California Railway Company regarding maintaining uniform rates between Pasadena and Los Angeles.

Have an agreement with the Western Union Telegraph Company to construct a telegraph line.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers	6	\$14,680 00	\$6 80
General office clerks	4	3,540 00	2 43
Station agents	9	4,620 00	1 41
Other station men	5	1,620 00	89
Enginemen	6	6,480 00	3 00
Firemen	6	3,780 00	1 75
Conductors	6	5,400 00	2 50
Other trainmen	4	2,400 00	1 67
Machinists	3	2,683 00	2 87
Carpenters	3	1,872 00	2 00
Other shopmen	11	6,145 00	1 79
Section foremen	6	5,400 00	2 50
Other trackmen	30	16,380 00	1 75
Switchmen, flagmen, and watchmen	7	3,420 00	1 19
Totals	107	\$78,420 00	.....

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

No statistics have been kept from which this information can be given.

DESCRIPTION OF EQUIPMENT.

	Added During Year.	Total at End of Year.
Locomotives:		
Passenger.....	2	5
Freight.....	2	2
Totals.....	4	7
Cars in passenger service:		
First-class passenger cars.....	6	10
Combination passenger cars.....	2	5
Totals.....	8	15
Cars in freight service:		
Box cars.....	35	36
Flat cars.....	75	77
Coal cars.....	40	40
Totals.....	150	153
Cars in company's service.....	2	2
Total owned.....	160	170

The locomotives and all cars have the Westinghouse train-brake. The cars in passenger service have the Miller automatic coupler, while those in freight service are equipped with the Safford coupler.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Leased.	Other Own- ership.	Total Mileage.	New Line Constructed During Year.	Steel Rails.
Length of single track.....	53.6	6.0	47.6	53.6	27.5	53.6
Length of yard track, sidings, and spurs.....	5.7	.3	5.4	5.7	4.0	5.7
Aggregate length of all tracks..	59.3	6.3	53.00	59.3	31.5	59.3

The entire mileage is in California.

RENEWALS OF TIES.

New ties laid during the year, 16,000 redwood; average price at distributing point, 47 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

The locomotives on this road consumed 2,351¹⁶⁵¹₂₀₀₀ tons of coal in running 145,399 miles, which is an average of 32.35 pounds per mile. The average cost of coal at distributing point is \$9 per ton.

ACCIDENTS.

Persons.	Killed.	Injured.	Total.	Kind of Accident.	Killed.	Injured.	Total.
Employees.....	1	2	3	Grade crossings.....		2	2
Other persons.....		2	2	Other causes.....	1	2	3
Totals.....	1	4	5	Totals.....	1	4	5

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles	Length of Straight Track—Miles
Los Angeles to East San Pedro	27.5	35	5.5	22.0
Los Angeles to Pasadena	10.2	43	3.8	6.4
Los Angeles to Verdugo	9.9	34	2.4	7.5
Pasadena to Altadena	6.0	7	4.4	4.6

Working Divisions or Branches.	Profile.					
	Length of Level Track—Miles	Number of Ascending Grades	Sum of Ascending Feet	Aggregate Length of Ascending Grades—Miles	Number of Descending Grades	Sum of Descending Feet
Los Angeles to East San Pedro	7.4	6	58	3.1	13	317
Los Angeles to Pasadena .....	.5	8	600	9.4	2	13
Los Angeles to Verdugo .....	.3	7	525	9.0	3	30
Pasadena to Altadena .....	.7	3	453	4.5	3	28

Trestles: Aggregate length, 4,775 feet.

Gauge of track: 4 feet 8½ inches.

Telegraph operated by this company: 37 miles of line.

Number of stations on all roads operated by this company in California: 43.

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:

From Los Angeles to Glendale	March, 1888.
From Los Angeles to Pasadena	March, 1890.
From Los Angeles to East San Pedro	November, 1891.
From Pasadena to Altadena	January, 1888.
From Glendale to Verdugo	July, 1889.

STATE OF CALIFORNIA, }
County of Los Angeles. } ss.

T. B. Burnett, Vice-President of the Los Angeles Terminal Railway Company, and William Wincup, Secretary of the said company, being duly sworn, depose and say that the foregoing statements, tables, and answers have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1891.

T. B. BURNETT.
WM. WINCUP.

Subscribed and sworn to before me, this twenty-first day of April, 1892.

[SEAL.]

J. K. URMSTARD,
Notary Public in and for the County of Los Angeles, State of California.

REPORT
OF
RICHARD PRICE MORGAN
ON
EXISTING RATES OF FARES AND FREIGHTS
IN CALIFORNIA.

LETTER OF TRANSMITTAL.

OFFICE OF THE STATE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, December 2, 1892. }

Hon. H. H. MARKHAM, Governor of the State of California:

DEAR SIR: The State Board of Railroad Commissioners herewith transmits, as an appendix to its Thirteenth Annual Report, the report and exhibits of Col. Richard P. Morgan upon "what would be just and equitable rates of freights and fares for the State of California," filed with the Secretary of this Board on November 23, 1892.

The official correspondence made a part of Colonel Morgan's report and the proceedings of this Board with reference to his employment, contained in the foregoing report of the Commission, will show the terms and conditions of Colonel Morgan's employment on behalf of the State as an expert to examine and report upon the important subject of which his report treats.

Colonel Morgan came to this Board commended by some of the most distinguished public men of the Western States. He had served as a member of the Railroad and Warehouse Commission of the State of Illinois, and was the expert of the Senate Pacific Railway Commission during its investigation of the affairs of the Central Pacific Railroad Company in 1887. Colonel Morgan has devoted to the preparation of this report a great deal of industry, several months of time, and has been at considerable expense in its preparation. The report speaks for itself as to its merits, and is accompanied with the itemized bill of its author, the payment of which by the State of California is respectfully recommended by this Board.

An investigation of the equity of the freight and fare schedules of the Southern Pacific Company is at present in progress before this Commission, and its conclusions will probably appear in full in our next report.

WM. BECKMAN,
Commissioner for the First District.
J. M. LITCHFIELD,
Commissioner for the Second District.
JAS. W. REA,
Commissioner for the Third District.

REPORT OF RICHARD PRICE MORGAN.

Hon. JAS. W. REA, President, Hon. J. M. LITCHFIELD, Hon. WILLIAM BECKMAN, Railroad Commissioners for the State of California:

GENTLEMEN: In conformity with our correspondence, and the resolution unanimously adopted by your Board (Appendix "A"), I present the following considerations and report in respect to "what would be just and equitable rates of freights and fares, taking into account operating expenses and all other matters of general import bearing thereon and affecting the operation of railroads in this State."

A report possessing the elements essential to reasonably accurate conclusions could not be prepared without the aid of data acquired by personal observation, investigation, and knowledge of the physical conditions affecting the roads, and also of their business resources, present and prospective. I therefore asked for and received from you a letter (Appendix "B") to each railroad manager in the State, twenty-three in all, conferring upon me the authority of the Commission to ask the railroad companies for transportation and information in respect to their rates and fares, operating expenses, etc.

Under this authority I have personally examined their properties, and, so far as feasible in the time allotted, carefully investigated the rates and fares and the conditions affecting the operation of practically all of the railroads in the State. The managers, without exception, have given me courteous and valuable assistance.

I have also personally traversed all of the principal water lines of transit: the Sacramento and San Joaquin Rivers, the bay steamer lines, and the coast steamer lines. From these sources much interesting and valuable information in respect to the transportation facilities of the State has been obtained.

GENERAL REMARKS.

In the preparation of such a report as you have requested me to make, the data are so very numerous and extensive, that to enable a clear consideration of them, as much method will be adopted in their presentation as practicable; extreme minutiae and useless precision will be avoided, as well as statements too comprehensive, neither of which, it is believed, would serve to elucidate the questions. The report has been prepared under a full impression of the complex character of the subject, of the importance of accurate conclusions, and of the truth of the considerations on which it is founded.

It is also proper for me to state for your information, that in making professional estimates from time to time during a considerable period of years, for European and American capital, of the safe net earning capacity of railways on the Pacific Coast, it has been necessary for me to study the physical characteristics and resources of the State of California and of the adjacent States; also, the immediate and prospective gross earnings, and the cost of operating and maintaining its railways.

In like manner, and for the same and similar purposes, I have exam-

ined into and reported upon many other systems of railways in the United States, which in varying degrees are analogous in some of their conditions to the railroads in California, and again others which are merely similar.

For this report, in addition to the information acquired of the roads under consideration, as full and just comparisons as needful and feasible have been made with other roads and systems, but none have been found which are really analogous in many of their conditions to those in California. The latest and highest authorities on essential matters have been carefully studied, and it has been my endeavor to make accurate use of them, and also of every available fact or factor leading to sound conclusions.

In comparing physical conditions and rates, especial care has been exercised to do so in sufficient detail; also, as far as practicable, the varying conditions affecting them are presented, so that the comparisons may be fairly conclusive and satisfactory, not harmful and misleading, as comparisons of the mere figures of rates necessarily are. It seems clear that the best method by which the reasonableness of the railroad rates of the State can be properly determined is mainly by fair, just, and equitable comparisons, taking into account all conditions which affect them. Much light can be obtained, too, from the rates and conditions, past and present, in the United States at large, in the States separately, and also the rates and conditions of individual railways can be usefully employed.

It will not be contended that the rates in the country at large, for the transportation of persons and property by rail, are as a whole unreasonably high and inequitable; but on the contrary, those who are familiar with the history of railway construction and transportation will readily remember that continuously since the era of railways began, the highest intelligence and patriotism of the people of the United States have been strenuously engaged to establish reasonable and equitable relations in this respect between themselves and the railways, and that in a remarkable degree those highly beneficial relations have been adjusted from time to time, as the conditions have changed. It is generally conceded that the rates are now in many States as permanently established as practicable. In addition to all of the elements of the cost of transportation, the irregularities of traffic on the different roads, the fluctuation of the prices of the markets, home and foreign, the changing conditions of the country and of its finance and commerce, properly exercise strong influence in determining the question of rates.

If hitherto in the process of adjustment, at times when there were none and few precedents, the people have in many cases suffered injustice, it is equally true that in many instances the railroad companies have also been inequitably treated. These results on either side were not as a rule brought about viciously, but arose from new and untried conditions, and a manifestation of power so marvelous in its beneficent results as to greatly excite the people and the railroad companies, its beneficiaries. But the precedents now existing in the older States, and the information obtained by the States and General Government, throw so much light upon the question of railway rates, that intelligent and careful investigation should prevent serious injustice or inequity being done to the people or the railway companies in the development of comparatively new States. It is believed, therefore, that if the principal

factors, which are at this time available, are fairly taken into account in considering the railway problem of this State, the conclusions ought to be measurably fair and satisfactory, but of course requiring adjustment from time to time to properly meet changing conditions.

PHYSICAL CHARACTERISTICS OF CALIFORNIA.

California embraces two very grand valleys, the San Joaquin and Sacramento; also numerous lesser valleys and ocean table-lands, all of marvelous productiveness. They are surrounded, within the limits of the State, by vast and lofty mountain ranges; broad zones of arable foothills rise from the valleys and table-lands to the line of unproductive altitude on the mountain sides. In the southeasterly portion of the State there is an arid region of comparatively great magnitude. San Francisco Bay, about equidistant from the north and south boundaries of the State, is the *entrepot* for commercial exchanges with the world, and it may be truly said that the ample area and great perfection of this harbor indicates with precision what the marine and interstate commerce will require of it in the future.

The State has 156,000 square miles, which have been classed as follows, and it is doubtless exact enough for the purposes of this report: Valleys, 39,000 square miles; mountains, 82,000 square miles; desert, 35,000 square miles.

It is safe to say that no State in the Union, possibly excepting Colorado, which invites their construction, presents within itself, and pervading the State, conditions so complex, formidable, and arbitrary to the construction and successful operation of railways as those of California, and at the present time, of the 4,400 miles of road operated within the State, little or no traffic arises on nearly 20 per cent of that mileage.

For convenience in the further consideration of the question, reference is made to Appendix "D," which presents a comparison of the local rates charged for the leading articles transported by the railroads of California. A cursory examination of these tables, and all other schedules of rates in this State exhibited in this report, will readily disclose marked differences in the rates charged, perhaps equal to the diverse conditions under which each road is operated; but if those conditions are well understood, the apparent want of uniformity and seeming inequity in the rates becomes less real, and the question of their reasonableness is naturally held in abeyance by the mind for more complete information and analysis.

MOUNTAIN GRADES.

Superficial observation fails to realize even an approximation of the extraordinary difficulties affecting the construction, operation, and maintenance of the railways of California; but as already suggested, very critical analyses of those difficulties and of the cost of operating the roads are not believed to be essential to this report.

Accompanying the following descriptive comparison of the grades of the roads in this State with those in other States, illustrative profiles will be found in Appendix "E."

PENNSYLVANIA CENTRAL RAILROAD.

The Alleghany Mountain grades of the Pennsylvania Central Railroad are between Johnstown on the west and Altoona on the east. They are quite familiar to travelers and well known by civil engineers and railway managers. From Johnstown easterly to the summit of the range, a distance of 27 miles, the total rise is 981 feet, and the grade averages 36 feet per mile. From Altoona westerly to the summit, a distance of 12 miles, the total rise is 984 feet, the grade averaging 82 feet per mile, giving an aggregate rise over the mountain east and west of 1,965 feet in a total distance of 39 miles, the average of the grades being 50 feet per mile. All parts of the mountain line of the Pennsylvania Central receive large local business, and for the maintenance and for operating the road, abundance of excellent timber, stone suitable for masonry and ballasting, cross-ties, wood, and coal are delivered at low cost from the forests, quarries, and mines adjacent to the line. As a rule, precisely the opposite of these economic conditions exists on the mountain lines, and also in a measurable degree on all parts of the railways of California; also, the mountain grades which they have to contend with are very greatly more difficult.

For greater convenience, and to avoid repetition, and also because it has sufficient length for comparisons, and is the most extensive and important system in California and in the adjacent States, the roads, conditions, and rates of the Southern Pacific Company will be made the principal basis for comparisons with the other railroads in California and elsewhere.

CALIFORNIA RAILROADS—SOUTHERN PACIFIC SYSTEM.

The total rise of the strictly mountain grades of the main lines of the Southern Pacific Company within the limits of California, north, east, south, and west, is 30,556 feet in a distance of 515 miles, making an average grade of 59 feet per mile. In other words, there is thirteen times the horizontal length of grade, and fifteen times the vertical rise, that the Pennsylvania Central Railroad encounters in crossing the Alleghany Mountains, which have long been considered in connection with railway construction and transportation as the "great barrier" between the Atlantic seaboard and the Mississippi Valley.

In addition to the foregoing, the Southern Pacific Company's lines extending outside of California, and connecting adjoining States, have mountain grades which aggregate 10,818 feet in a distance of 192 miles, or an average grade of 56 feet per mile. On the main lines of the system of the Southern Pacific Company west of El Paso, the mountain grades aggregate a distance of 707 miles, and a total rise of 41,373 feet, the grades averaging 58.5 feet per mile—about 8 feet per mile greater than the average of the Pennsylvania Central Railroad in crossing the Alleghany Mountains.

Comparing the mountain grades of these systems, the total rise of the roads of the Southern Pacific Company is twenty-one times greater, and the horizontal distance eighteen times greater, than on the Pennsylvania Central Railroad.

The Santa Fe system, on its extension through adjoining States and in Southern California; the Carson and Colorado, the Nevada, California,

and Oregon, and also other roads in California, have, in proportion to their length, to overcome mountain grades equal to those encountered by the lines of the Southern Pacific system. The profiles which are a part of this report will illustrate this fact.

If the railways which are within the limits of the San Joaquin and Sacramento and smaller valleys, and also on the ocean table-lands, could be considered by themselves, and their rates established by adopting the figures of the passenger and freight tariffs of some other State, solely because the surface of that State and those of the valleys and table-lands of California are similar; and if the extensions of the railways north, east, south, and west, over the great mountain ranges, and across the broad, mountainous, arid regions which encompass the State, could be disregarded, and the railways in the valleys and on the table-lands could be separated from the systems of which they are integral parts, it would greatly simplify the problem of rate making.

But it surely must be manifest to every intelligent and unbiased mind at all familiar with the practical operations of railways and the conditions affecting these, that rates so established would furnish no sufficient basis to justify any opinion as to the reasonableness of the present rates on these lines. If their extensions were discontinued and they were cut off and their termini were permanently established at the bases of the foothills of the surrounding mountains, lower rates to tidewater could doubtless be easily made by such mere comparison as has been suggested; but it is more than probable that for many good reasons they would be found to be unreasonably low, and that they would have to be increased and made higher than those now existing, to become reasonable and sufficient to operate and completely maintain the roads. Under such conditions, they would furnish to the people of California but a tithe of the facilities and benefits now enjoyed.

This statement is upheld by facts and the practical opinions of financiers and business men, forcibly expressed by their acts. More than two hundred railroad companies have been incorporated to construct railways in the areas spoken of, and it cannot be doubted that, mainly for the reasons briefly presented, but few of them have been built. The field is still open. Railroads can be built and equipped at comparatively low cost, because money, labor, and the materials that enter into their construction are much cheaper than ever before in this country. The true reason why many of those contemplated have never been built, is because the existing railroads and the water transit, by the San Joaquin and Sacramento Rivers and their tributaries, the bays and minor inlets, and also the coastwise ocean transit, are fully equal to the demand and provide opportunity for healthy competition. It is a fact of great importance that about 75 per cent of the local commerce of California possesses all the advantages that free water lines of transit confer. This competitive force is exerted, not for six or eight months, and then suspended by winter for four to six months, as it is in all of the States east of California to the Atlantic seaboard north of the 39th parallel of latitude, but on the contrary its influence is continuous every day in each year. Branch railroads and extensions have been and are being constructed by several of the railroad companies of the State, doubtless fully as fast as justifiable; but these branches are probably sustained as auxiliary lines, and by the application to them of the principle of constructive mileage, or its equivalent, also by the economy

of consolidation, and not by the excessively high rates which their expenses and maintenance would require if they were independent roads.

In this connection reference is made to an interesting and highly instructive letter from Mr. A. N. Towne, Second Vice-President and General Manager of the Southern Pacific Company, which will be found in Appendix "C."

TUNNELS.

The character of the rock in which the tunnels on the lines of the railways in California are constructed is such that they have to be heavily timbered to insure the safe passage of trains, which involves greater first cost and much more than ordinary expense for their maintenance.

On the roads of the Southern Pacific Company alone there are 54,000 linear feet of tunneling, about six times the total length of the double-track tunnels of the Pennsylvania Company, including its Alleghany summit tunnel of 3,612 feet.

The San Francisco and North Pacific Railroad, many parts of which are very costly, has more linear feet of tunneling than the Pennsylvania Central road, and it also ascends the Russian River on heavy grades and sharp curvature. The same conditions also exist on the North Pacific Coast Railroad.

SNOW SHEDS.

Although there is nothing of the kind on the Pennsylvania Central, or any railroad in the Mississippi Valley, with which to compare them, it should be stated that on the Southern Pacific system in California there are 175,000 linear feet of snow sheds, about 170,000 feet of which (32 miles) are continuous on the summit of the Sierra Nevada Mountains, where the annual snowfall is from 30 to 40 feet. To withstand this weight of snow, and to pass the avalanches, to which they are subjected in places, safely over them, the sheds are principally constructed of heavy timber for frame work, and four-inch plank for covering, making the average cost not less than \$45,000 per mile. The maintenance of these snow sheds, so that they are at all times competent for the purpose intended, is very costly. Not only the effect of snows, avalanches, and storms in winter, and ordinary decay have to be met, but in the summer season there is great hazard and frequent losses by fire.*

FERRIES.

Several of the railways of the State approach and reach San Francisco under conditions more than ordinarily adverse in respect to the current cost of operating them.

Throughout the United States, for the purpose of overcoming the excessive current expense imposed by ferries, and to facilitate the operation of the railways, very costly tunnels and bridges have been constructed; most recently the St. Clair tunnel under St. Clair River, and the great bridge across the Mississippi at Memphis. For the same eco-

* Since writing the above, 4,800 feet of the sheds have burned, involving a direct loss of not less than \$75,000, and indirectly considerable more.

nomic considerations bridges and tunnels of enormous cost are being constructed across the East and Hudson Rivers at New York.

The main line of the Southern Pacific Company is broken by the Straits of Carquinez, across which an expensive ferry is maintained for the transfer of passenger and freight trains. There is also a separate ferry from Vallejo across the straits for the transfer of passengers and express matter. As soon as feasible, no doubt, a high bridge will be substituted for these ferries. The San Francisco and North Pacific and the North Pacific Coast Railways also have ferries across San Francisco Bay.

RAILWAY TERMINI AT SAN FRANCISCO.

The San Francisco terminus of the Southern Pacific system is subdivided by arbitrary natural conditions, and being separated by the bay of San Francisco, these subdivisions are practically permanent in their location, and cannot be consolidated for convenience and economy. Those exterior to San Francisco are at Oakland and Alameda, the areas necessary for them being largely made by the construction of an extensive and costly mole and piers, which are projected nearly two miles into the bay. Connecting its exterior subdivisions with those in the city of San Francisco is a costly ferry system for passengers and freight, that averages more than four miles in length. The San Francisco and North Pacific Railway Company and the North Pacific Coast Railroad Company are subject to this more than ordinary expense in a greater degree, proportionately, than the Southern Pacific Company, because their termini are similarly subdivided, their ferries are longer, and the volume of traffic of each road is much lighter.

Further explanation will not be necessary to sustain the statement that, compared generally with the important railway termini in the United States, those at San Francisco are unusually expensive in respect to maintenance and operation.

ILLINOIS AND ITS RAILWAYS.

Illinois has long been known as the Prairie State, its gently undulating surface lying, quite uniformly, about 600 feet above the sea-level. The great fertility of the soil throughout its length and breadth, and its numerous other natural advantages, caused Abraham Lincoln to say: "I have no doubt that the Almighty might have made a better State than Illinois, but I know He never did." These conditions and liberal local aid stimulated the building of railways to an unusual degree, and as soon as the construction of them was begun, all of the Government lands were literally seized upon, mostly by actual settlers, for comparatively small farms. The prices for the land were, as a rule, \$1 25 per acre, and within the land grant of the Illinois Central Railroad Company a double minimum price of \$2 50 per acre was paid to the Government. All of the conditions presented the highest known inducements for the rapid construction of railroads and the establishment of varied industries by the people.

The Mississippi River on its westerly boundary; the Ohio on the southeasterly; the Illinois passing nearly through it diagonally; the canal extension to Chicago at the head of the great chain of lakes; the lake harbors and 10,000 miles of railway, now provide for the people of

that State (having but one third the area of California) transportation facilities far surpassing in convenience, and equaling in excellence, those of any State in the Union. Eighty-five per cent of all the lands in Illinois are within 5 miles of railways in actual operation; $11\frac{1}{2}$ per cent between 5 and 10 miles; $2\frac{1}{2}$ per cent between 10 and 15 miles, and 1 per cent between 15 and 20 miles. The many railways of other States close to the boundary line are not included in this estimate.

In the building of the roads, no considerable natural obstacles and difficulties of construction were presented by the material encountered or by the contour of the surface of the State. On the contrary, the topography of the country is especially adapted to the construction and operation of railways; unlike California, there are no lofty nor vast barren mountains of rock, no mountain grades to encounter, no tunnels, no show sheds, no extensive ferries, no arid regions, no mountain fastnesses, no deserts; unlike California in another comprehensive and important respect, Illinois joins and is almost completely surrounded by States, each closely analogous to it in physical characteristics and industrial conditions. From these States an enormous volume of passenger and freight business is constantly poured upon its railroads.

VOLUME OF BUSINESS.

It is a well-known fact that the most indispensable element by which to justify and properly secure any considerable permanent reduction in rates for the carriage of freight and passengers, is a sufficient volume of business moving, equally divided in tonnage and numbers, in opposite directions over the roads. If in this respect there are marked inequalities between railways, it is not probable that a combination of all other favorable factors would establish those having the least volume on an equality with those having the greatest and most evenly balanced traffic, at least, not so nearly that the same rates would be reasonable and equitable for the extremes and all intermediates.

This statement being susceptible of demonstration, and, indeed, manifestly true, the conclusion is irresistible that, as a rule, it would be unjust, inequitable, and harmful to establish equal rates throughout a State, or the country at large, for the reason that the volume of traffic, and most of the other tangible elements, are nearly everywhere unequal and unlike. There seems to be no conceivable justification for uniform rates for transportation on railways unless their ownership were vested in the General Government, and the Congress of the United States, as a public policy, should establish uniform classification and rates for the country at large.

Comparisons of the mere figures of rates to determine their relative reasonableness are misleading and harmful. For example: At an early day, pork and wheat were hauled by teams 150 miles to Chicago for half a cent a pound. At a later day for similar freight, 8 cents, and in an exigency, as high as 15 cents a pound was paid to team freighters, for a like distance from Sacramento across the Sierra Nevada Mountains to Virginia City. It is clear that a comparison of the figures of these rates gives practically no light by which to see their relative reasonableness. Even from what has already been said, it will be conceded by persons familiar with the subject, that railroad rates which would be equitable and reasonable in Illinois at this time, would be unreasonably

low and inequitable in California. Other very important factors will be presented to further demonstrate the truth of this statement, applied not only to Illinois but to other States lying in the Mississippi Valley, the conditions of which governing the question of transportation rates have been, and are now, fairly analogous; but they are also all in a remarkable degree at variance with the conditions existing in California.

CALIFORNIA RATES.

The rates established in California for the transportation of persons and property by rail are, as a whole, higher than those now prevailing in some of the States, but they are lower than the rates charged in some States and in the States alluded to at the time, about twenty years ago, when some of the most important conditions properly affecting the establishment of rates were substantially the same as those which influence the present rates in California.

Many comparisons of rates will be found in the appendix of this report, but those figures can be received only as *prima facie* evidence that the rates they represent are reasonable, unreasonably high, or unreasonably low, just as the interest or prejudice of persons making use of them may direct; the figures themselves present only the fact of the differences.

The question of the comparative reasonableness of the rates, involving, as that element does, the public interest, as well as the interests of the railroad companies, receives no answer from any possible consideration of the figures alone.

All of the essential conditions and elements feasible to obtain must be employed, to arrive at a satisfactory approximation of what are reasonable rates; and no fair-minded, disinterested person, fairly well qualified in such matters, after a careful examination of the railroads of California, and consideration of the physical conditions and other elements properly affecting rates, would declare that the passenger and freight rates on all of the roads ought to be the same for like distances and service. In many instances the fortunes of wealthy and most enterprising citizens underlie railways, in which they invested their money and vitality; lost, because inexperience led them to establish rates for their roads by the rates of companies having quite different and more favorable circumstances and conditions.

Such instances can be found in California, and others may yet occur from the same and a variety of quite possible causes. In the adoption of schedules of rates for California, the Commissioners are confronted by conditions which prohibit them from predicating low rates upon the anticipation that very rapid development of the agricultural and other industries of the State will occur to increase the volume of business, such as referred to in Illinois and its adjacent States, also in eastern Kansas, Nebraska, and in the Dakotas. Although such a policy was adopted with good results by some of the railroad companies in the States alluded to, the conditions existing in California and in its adjacent States are greatly different, and present no foundation on which to base such a policy.

THE DEVELOPMENT OF AGRICULTURAL AND OTHER INDUSTRIES OF CALIFORNIA.

The statement that your Board is prohibited from basing low rates upon anticipated rapid development of agricultural and other industries is sustained by the general situation in California, which must be taken into account in every effort to determine the question of just and equitable rates for its railways.

It is believed that the following description is truthful, therefore important and essential to accurate conclusions as affecting the railway problem of California.

Of the 100,000,000 acres of land in the State, 25,000,000 are claimed to be productive valley lands; 15,000,000 acres are arable lands in the foothills of the mountains; of the remaining 60,000,000 acres, 38,000,000 are classed as mountainous, and 22,000,000 as desert lands.

A remarkable proportion of the various products of the earth can be successfully raised somewhere in the State, but the tentative labors of the people, past and present, in the work of adapting those products to all the varying conditions of the climate and arable lands are far from complete; indeed, those arduous labors are but fairly commenced.

The uncertainty existing in this respect, and the progress made in adaptation, are indicated in a measurable degree by Appendix "F." This tabulated statement shows that the valley counties, many of which have been distinguished for their immense production of wheat, have largely receded from growing that principal staple and substituted the growth of other products, and again other counties have in a corresponding degree taken up the cultivation of wheat. In the aggregates of the table it is gratifying to find that great increase is shown in the population, value of real estate, and the area of wheat, fruit, and other farm products enumerated, there being a decrease only in sheep.

It needs no argument to demonstrate that the 60,000,000 acres of mountainous and desert lands will remain substantially as they now are for a considerable period of time, and will contribute comparatively little that is tangible to the rapid development and wealth of the State, excepting the precious and some other valuable minerals, which in California mainly bring wealth, but not large and permanent population or volume of passenger and freight traffic.

LARGE LAND HOLDINGS.

The development of most of the valleys and much other highly productive land of the State is more retarded by being held in large estates and at unduly high valuations, than by the time necessary to suitably adapt products to the soil, or by any other cause.

In the aggregate nearly half of the arable land of California is owned in large areas, averaging about 15,000 acres, and they embrace more than half of the choicest land. Also, unfortunately for the development of the State, it is matter of common knowledge that they are held at high, if not, for a time at least, practically prohibitory valuations.

Even under the equitable rights of inheritance in this country, a considerable period of time will be required for the subdivision of these large tracts, so that small, thoroughly improved and productive farms will be substituted for them throughout the cultivable area of the State. This

subject is one of such great importance, in respect to railway and all other interests, I have collected and adapted from various sources of information, and collated, interesting details on this subject, which will be found in Appendix "G."

THE FOOTHILLS.

The comparatively slow development of the foothills of the mountains, which embrace such a large proportion of the arable lands of the State, is apparent from their rugged character and in what is known of the means employed, and the time, money, and vitality already expended, in the foothill counties, which have been partially subdued and made very highly productive, as many of them are capable of being.

IRRIGATION.

Another reason why the development of the agricultural resources of California will not be very rapid, is found in the question of irrigation.

Large areas of the arable portions of the State can only be brought under successful cultivation by the construction of systems for irrigating them, similar to those already constructed at some localities in the central and southern parts of the State. That this will require considerable time is apparent, and also the experience in this and adjoining States confirms it.

PHYSICAL CHARACTERISTICS OF THE STATES AND TERRITORIES SURROUNDING CALIFORNIA.

The greatest and most productive State that adjoins California is Oregon on the north; but excepting a considerable interstate passenger traffic, the commercial intercourse by railroad is small. The Siskiyou Mountains divide the States, and the products on each side of the range, as a rule, seek tidewater and ocean transit, respectively, at San Francisco and Portland.

Adjoining on the east is the State of Nevada and the Territory of Arizona, included on the westerly side of a broad, elevated, and broken arid region extending north and south of California, which is from 1,200 to 1,500 miles wide. This vast area has comparatively a very limited pastoral capacity, and its agricultural capacity is very much less. Mining is the chief industry.

On the south of the State is the most unproductive part of the republic of Mexico, with which there is but little commercial intercourse by rail or otherwise.

CALIFORNIA AN EXCEPTIONAL STATE.

Sufficient has already been said to demonstrate that California is so exceptional in its conditions that it cannot be properly included in a general consideration of the rates of the railroads of the country at large, and thus determine what would be just and equitable rates for the transportation of persons and property within its limits.

THE CONSTRUCTION AND MAINTENANCE OF RAILWAYS AND THEIR EQUIPMENT.

The character of the construction of the railroads of California, and of their movable and stationary equipment, and also their present material and physical condition, compares favorably with the construction, equipment, and condition of the other railways of the United States. The physical evolution of these roads in all details has generally kept pace with the development of the railways of the world.

With unimportant exceptions, at no time in their history have the railroads of California been equal in their material conditions to those now existing. There is more and superior motive power and car equipment, a higher standard of track maintenance, and better facilities of all kinds.

CHARACTER OF ACCOMMODATION AND SERVICE.

The passenger and freight service is as prompt, efficient, comfortable, and good as can be found anywhere under like circumstances.

RATES TRANSPOSED.

Recurring again to Illinois, attention is called to Appendix "H," which presents class rates in effect on the lines of the Southern Pacific Company in California, transposed for the western classification, compared with the rates in effect in Illinois for similar distances from Chicago, which, on the following lines, are also influenced by competition: The Chicago, Burlington, and Quincy; Chicago, Rock Island, and Pacific; Chicago, Milwaukee, and St. Paul; and the Chicago and Northwestern railways. The rates of these roads are established under the authority of the Board of Railway and Warehouse Commissioners of Illinois, and the maximum rates authorized are also shown. On the whole, this comparison of figures is favorable to the Southern Pacific Company's rates, and if the general physical characteristics of Illinois and its neighboring States are taken into the account, the comparison becomes still more favorable, but not so complete and satisfactory as it ought to be to justify a determination as to which rates are the most reasonable and equitable. A comparison of the figures, even with the aid of the differences in physical characteristics which have been presented, leaves the question of the relative justice and equity of the rates largely to vague conjecture, also to prejudice and personal interest in all their phases.

Before any fairly accurate conclusion can be reached, further and more precise investigations must be made in detail of the conditions spoken of generally, and also of all other factors affecting the operation of the roads, else any judgment will rest on a very imperfect basis.

Some of the factors necessary to fairly accurate conclusions are: the cost of fuel, of materials, and labor; the volume and character of the freight traffic, and the balance of tonnage; the proportion of passenger and freight business; the permanency of business, its prospective increase or decline; the uniformity of the traffic at all seasons; the length of the roads, and the sources of the traffic on them; the average haul; the existing and probable competitions, etc.

In 1870, the total freight moved by the Pennsylvania Railroad was

5,427,400 tons (2,000 pounds), of which 3,582,905 (66 per cent) were made up of coal, iron, stone, and iron ores, and 1,844,495 tons (34 per cent) were of agricultural products, merchandise, live stock, and other articles. The average rate per ton per mile for all classes of freight, including coal, and for through and local freight, was 1.549 cents.

In 1891, the total freight moved by the Pacific system of the Southern Pacific Company was 5,688,056 tons (2,000 pounds), of which 717,000 tons (13 per cent) were of stone, iron, sand, salt, coal, and products of the mines, and 4,971,056 tons (87 per cent) were of agricultural products, products of the forest, animals, manufactures, and merchandise. The average rate per ton per mile for all classes, through and local, was 1.650 cents.

There being no division of the traffic accounts enabling a precise statement of the tonnage within the limits of California, the tonnage of the Pacific system is used in the foregoing comparison; but taking into account the ferry and suburban business, the following estimate is believed to be a close approximation, and accurate enough for the purposes of this report:

Passengers Carried One Mile in 1891—Pacific System.

Within the State of California.....	381,275,038, or 73 per cent.
In adjoining States and Territories.....	142,407,297, or 27 per cent.
Total.....	523,682,335

Tons of Freight Moved One Mile in 1891—Pacific System.

Within the State of California.....	832,949,855, or 61 per cent.
In adjoining States and Territories.....	532,541,712, or 39 per cent.
Total.....	1,365,491,567

On the Pennsylvania Railroad, at the same date, the average rate for through and local passengers was 3 cents a mile. On the Pacific system of the Southern Pacific Company the present rate for through and local passengers averages 2.16 cents per mile. The local rates average 2.73 cents per mile. The ferry suburban rates average .93 of one cent per mile, and they represent 66 per cent of all passengers carried by this company in California. This suburban and ferry rate, not including the free transportation,* is lower than the average of suburban rates in the Union, and about 40 per cent lower than the cost per mile to passengers on the New York elevated railways, where the volume of traffic is much more than ten times greater.

Comparing the rates charged by the California Southern (Santa Fe) in 1891, with those charged by roads in Pennsylvania, which had in 1870 a much greater volume of passenger and freight traffic, the following result is obtained:

On the Pennsylvania roads the average rate per ton per mile was more than 3 cents; the average rate per mile for passengers was 3.5 cents.

On the California Southern the average rate per ton per mile was 2.617 cents; the average rate per mile for passengers was 2.831 cents.

Continuing the comparison with the Pennsylvania Railroad, the Atlantic and Pacific (Santa Fe) from Mojave to The Needles, 241 miles, presents a still greater contrast: Pennsylvania Railroad, average rate

* In the populous and business part of the city of Oakland, the people have the privilege of transportation to and fro free of charge for a distance of about four miles, and several millions of trips are made annually on the trains.

per ton per mile, 1.549 cents; Atlantic and Pacific, average rate per ton per mile, 1.170 cents. Pennsylvania Railroad, average passenger rate per mile, 3 cents; Atlantic and Pacific, average passenger rate per mile, 1.81 cents.

The low average rates of the Atlantic and Pacific are undoubtedly due mainly to the fact that it has little local passenger or freight traffic, its tonnage and passengers being almost entirely "overland" and subject to powerful competitions. The effect of these low rates upon the operations of the road appears in the following facts:

The operating expenses of the road for the year ending June 30, 1891, including rental of track and rolling stock, but exclusive of taxes, interest, and sinking fund requirements, exceeded the gross earnings \$37,000. The general deficit for the year, including all requirements, was more than \$2,000,000. No year since the opening of the road has failed to show a large deficit, the aggregate now being many millions. It is quite clear that as an auxiliary line only could the road be sustained. It is also true that the Santa Fe Company has been obliged, by repeated physical disaster in the Temecula Cañon, and very low earnings on that line, to abandon, temporarily at least, that direct route to San Diego.

Comparisons with other roads in Pennsylvania, having about equal length of road and traffic, and corresponding in tonnage and passengers with the San Francisco and North Pacific, the North Pacific Coast, the Carson and Colorado, the Pacific Coast, and other roads in California, are also favorable to the latter.

In 1870 the following rates were in force in other States:

In Massachusetts the average passenger rate per mile was 2.61 cents; the average freight rate per ton per mile was 5.62 cents local, and 2.90 cents for connecting interstate rates.

In Illinois the average rate per ton per mile charged for all classes of freight, through and local, by the principal roads, was, in 1870, 2.43 cents, and the passenger rates were from 3 to 6 cents per mile, a fair average being about 4 cents.

Substantially the same rates as those cited for Illinois prevailed at that date in many other States having much greater volume of business, and more favorable physical conditions, and other factors by which rates should be determined, than the railroads of California have to-day.

It is not deemed necessary to give, *in extenso*, consideration to these comparisons in addition to the general remarks which have already been made. Attention is, however, called to the density of population in those States at that date, 1870, and in 1890, compared with California, and also showing the increase in twenty years:

	1870.	1890.	Increase per square mile in 20 years.
Massachusetts, population per square mile.....	181	276	95
New York, population per square mile.....	94	122	28
Pennsylvania, population per square mile.....	80	116	36
Ohio, population per square mile.....	65	89	24
Indiana, population per square mile.....	46	60	14
Illinois, population per square mile.....	45	67	22
Michigan, population per square mile.....	20	35	15
Missouri, population per square mile.....	25	38	12
Kansas, population per square mile.....	4.5	17.4	12.9
California, population per square mile.....	3	7.63	4.63

The States surrounding and adjoining Illinois now have an average population of 41 per square mile. The States surrounding and adjoining California have an average population of 1.4 per square mile, and that is largely made up by including Oregon, whose commercial mart is Portland.

The increase per square mile in the population of these several States during the past twenty years is worthy of consideration, and is an important factor in determining what would be just and equitable charges for the transportation of persons and property in California.

The railroads of California extend throughout its great and sparsely occupied territory. The Carson and Colorado Railroad, having 108 miles in this State east of the Sierra Nevada Mountains, is obliged to seek market for the products of its territory by the construction of a circuitous road along the mountainous border of the State of Nevada for 185 miles, and thence via the Virginia and Truckee and the Central Pacific roads, 285 miles additional, to San Francisco.

The situation of the Nevada-California-Oregon Railroad is practically the same, the traffic of each passing over arid, unproductive areas and lofty ranges of mountains.

GRAIN RATES.

The cereals being at present the chief of the staple products of California, the cost of marketing the surplus, the total bulk and weight of which is greater than any other article transported, is of great importance.

A comprehensive comparison of the rates by rail to ocean transit at San Francisco, Port Costa, and other bay points, also to San Pedro, Port Harford, and other coast ports, from several hundred points in the State, with those existing in Kansas and other States, the staple product of which is cereals, shows that the cost to the farmers of California is but a small fraction over $1\frac{1}{2}$ cents per bushel greater than to the farmers of those States.

This comparison is made by estimating the average weight of the California grains at 55 pounds per bushel, and upon an average haul of 150 miles.

To determine the relative reasonableness of the rates in Kansas and California, all of the factors spoken of elsewhere in this report, and many others, must be taken into account. Two significant facts, however, may be mentioned:

First—The fact that nearly all of the railroad companies in Kansas are bankrupt; the deficits from 1888 to 1891, after payment of operating expenses (but probably not complete maintenance), the taxes, and interest, being many millions of dollars.

Second—The fact that in 1891 the construction of railroads in Kansas came to an absolute stop.

COST OF FUEL.

The cost of the fuel consumed in the operation and maintenance of the railroads of California is unusually great; and there is no probability of materially reducing it. Therefore, being so important and permanent an item of expense, and one that can be readily estimated with a fair degree of exactness, it is briefly presented in connection with the more comprehensive comparisons with railway operations in other States which are made in this report.

In California the principal fuel used is coal, a small proportion only being wood. With minor exceptions, the results show that the average cost of wood is fully equivalent to the cost of coal, being from \$2 75 to \$6 a cord, delivered on the locomotive tenders.

The actual average cost of the coal used by the Southern Pacific Company on its lines in California is \$6 40 per ton, delivered on the locomotive tenders. The average cost to the San Francisco and North Pacific Railroad Company is \$7 25 per ton. The average cost to the railroads in Southern California is \$7 80 per ton; the cost to some roads being as high as \$9.

The average cost of the coal used by all of the railroad companies of California is at least \$7 per ton, delivered on the locomotive tenders, and at the other places of consumption.

From Philadelphia and Baltimore to Chicago and St. Louis and thence to Kansas City, the average cost of coal, delivered on the locomotive tenders of the roads extending throughout Pennsylvania, Maryland, West Virginia, Ohio, Indiana, Illinois, and Missouri, may be safely estimated at not more than \$1 26 per ton—18 per cent only of the average cost per ton to the roads operated in California.

The following comparisons show the vital importance of cheap fuel in the operation of railroads:

The cost of the fuel used by the Southern Pacific Company in operating its roads in California was, in 1891, \$3,238,886, equal to \$1,156 per mile of road.

The system of the Chicago and Alton Railroad Company from Chicago to St. Louis and to Kansas City, in all 848 miles (not including second track), extends through Illinois and Missouri. The cost of the coal for operating it, delivered on the tenders of the locomotives, was, in 1887, \$416 per mile, being \$740 per mile less than the cost to the Southern Pacific Company in California in 1891. But there is to be considered the further fact that the passenger and freight mileage per mile of road was much greater on the Chicago and Alton system than on the Southern Pacific Company's lines.

Estimating the passenger and freight mileage of the Chicago and Alton system to be the same as on the Southern Pacific lines of California, shows that the difference in the cost of coal per mile of road operated is fully \$815 per annum, and that this excess in cost aggregates \$2,800,000 per annum, or a fraction more than 10 per cent of the gross earnings of the roads of the Southern Pacific Company in California.

The average cost of the coal used by the Santa Fe system in California is \$7 75 per ton; therefore, as its volume of passenger and freight business and mileage per mile of road is much less than on the roads of the Southern Pacific Company, it is safe to estimate that, compared with the Alton system, the excess in the cost of this item of expense is considerably more than 10 per cent of its gross earnings. This excess in cost of fuel is an onerous charge in the cost of operating the railroads of California, and it amounts to from 10 per cent to 20 per cent of their gross earnings.

The fact that the average cost of coal in California is more than five times as great as the average cost on the lines spoken of, from the Atlantic seaboard to Kansas City, also the gradients being much more difficult and the volume of passenger and freight traffic considerably less, throw sufficient light upon the question to clearly show that com-

parisons of the figures of rates alone to determine their relative justice and equity will not be accepted nor upheld even by those persons least informed.

There is not a driver of a transportation team toiling over the vast mountains, or through the desert, arid regions of the West, carefully training a "green line mule," who does not at the same time consider and learn to know that the cost of feed, the character of the roads, and the tonnage to and fro, and also his own compensation, are important factors by which the rates of his line are made and justified.

LOW TRANSCONTINENTAL RATES FOR CERTAIN PRODUCTS TO EASTERN MARKETS.

It is well to consider the fact that the railway companies have an especial interest, in common with the people of California, in low rates for the transportation of the various products of the State for which it is feasible to find a market by rail east of the Rocky Mountains.

The managers of the railroads appreciate this fact, and they evidently act upon it by making rates so low for the class of service performed that they themselves are not sure of direct and reasonable remuneration, or even reimbursement of the actual cost to them. But whatever tends to increase the producing capacity of the State is not only beneficial to the people, but also to the railroad properties, and it is doubtless for this reason and because they estimate indirect and ultimate compensation that the rates are so much reduced on this class of business.

The rates which have prevailed this season on some of the important products shipped to Eastern markets by the Southern Pacific Company are presented in the following schedule:

Rate per Ton per Mile, San Francisco to Eastern Points, on Commodities—Summer of 1892—20,000 Pounds per Carload.

POINTS.	Distance from San Francisco	On Canned Goods, at \$22 per Ton	On Canned Goods, at \$20 per Ton	On Dried Fruits and Raisins, at \$30 per Ton	On Dried Fruits and Raisins, at \$28 per Ton	On Beans, at \$22 per Ton	On Barley, at \$12 per Ton to Missouri River; \$12 50 per Ton to St. Louis	On Barley, at \$13 per Ton to Chicago; \$13 90 per Ton to Cincinnati	On Hops, at \$44 per Ton	On Nuts, at \$35 per Ton	On Oranges, at \$25 per Ton	On Green Fruit, at \$25 per Ton to Chicago; \$30 per Ton to New York	On Potatoes, at \$18 per Ton to St. Louis; \$19 per Ton to Chicago
Missouri River	1,915	1.15	1.05	1.56	1.46	1.15	0.62		2.30	1.82	1.30	1.30	0.94
St. Louis	2,329	0.94	0.86	1.29	1.20	0.94	0.54		1.89	1.50	1.07	1.07	0.77
Chicago	2,407	0.91	0.83	1.25	1.17	0.91		0.54	1.83	1.45	1.04	1.04	0.79
St. Paul	2,285	0.96	0.88	1.31	1.22	0.96	0.52		1.92	1.53	1.09	1.09	0.78
Galveston	2,184	1.01	0.91	1.38	1.28	1.01	0.55		2.01	1.60	1.14	1.14	0.82
New Orleans	2,449	0.90	0.81	1.22	1.14	0.90	0.51		1.80	1.43	1.02	1.02	0.73
Louisville	2,602	0.84	0.77	1.15	1.07	0.84			1.69	1.34	0.96	1.15	
Cincinnati	2,670	0.82	0.75	1.12	1.05	0.82		0.52	1.65	1.31	0.93	1.12	
Pittsburg	2,875	0.77	0.69	1.04	0.98	0.77			1.53	1.22	0.87	1.04	
Cleveland	2,764	0.79	0.72	1.09	1.01	0.79			1.60	1.27	0.90	1.09	
Baltimore	3,209	0.69	0.62	0.93	0.87	0.69			1.37	1.09	0.78	0.93	
Philadelphia	3,228	0.68	0.62	0.93	0.87	0.68			1.36	1.09	0.78	0.93	
New York	3,319	0.66	0.60	0.90	0.84	0.66			1.32	1.05	0.75	0.90	
Boston	3,446	0.64	0.58	0.87	0.81	0.64			1.28	1.02	0.73	0.87	
Houston	2,134	1.03	0.94	1.40	1.31	1.03			2.06	1.64	1.17	1.17	0.84

Value per 100 pounds, wholesale prices, in San Francisco: Canned goods, \$4 55; raisins, \$5 87; dried fruits, \$5; white beans, \$2 00; Lima beans, \$2 80; hops, \$25; nuts, \$10; green fruits, \$3 50; sweet potatoes, \$1 37½; common potatoes, 57 cents.

To fairly consider the rates on fruit it is necessary to know and appreciate at least some of the conditions of its transportation.

The minimum weight of fruit in refrigerator cars is 24,000 pounds, the rate on which to Chicago being \$1 25 per hundred pounds from San José or Sacramento, the total cost would be \$300 per carload of 24,000 pounds.

For the service west of Ogden (proportionately within the limits of this State), the amount received by the Southern Pacific Company is \$140 76.

The weight of refrigerator cars averages	40,000 pounds.
The average weight of an ordinary fruit car is	24,000 pounds.
Excessive weight of refrigerator	16,000 pounds.
Excessive weight of refrigerator, return	16,000 pounds.
Weight of ice, east bound	8,000 pounds.
Weight of fruit	24,000 pounds.
Total weight	64,000 pounds.

Dividing this total weight (64,000 pounds) by the revenue west of Ogden, \$140 76, gives 22 cents per hundred pounds, or \$4 40 per ton of 2,000 pounds.

The distance from San José to Ogden being 870 miles, the result is that the Southern Pacific Company receives, in California and throughout its eastern extension to Ogden, .505 of a cent per ton per mile for its service.

The trains that bear this fruit to market receive especial attention, and they are moved over the roads at high velocities, their necessary speed exceeding that of passenger trains in many parts of the country.

Whatever the views of the managers of the railways may be, I do not hesitate to express the opinion that these rates, under the existing conditions, are not directly remunerative, and that, therefore, the loss occasioned by them properly ought to be compensated for by clearly defined, direct or indirect, present or prospective, revenues from other sources.

It will be readily seen from what has been said and the facts presented, that rates for the transportation of persons and property, averaging from 10 to 20 per cent higher than those in the States east of and adjoining Illinois, are justified in California by the difference in the cost of fuel alone.

It has also been shown that the rates charged by the Southern Pacific, Atlantic and Pacific, and the California Southern Railroad Companies, for the transportation of persons and property in California, average considerably less than the rates on Eastern railroads at a time when the volume of their business and density of population were much greater than they are in California at this date.

Although it is true that their rates average higher than those of the Southern Pacific, Atlantic and Pacific, and the California Southern Companies, the same investigations and comparisons sustain the reasonableness of the rates charged by the North Pacific Coast, the San Francisco and North Pacific, the Carson and Colorado, the Nevada, California, and Oregon, the Colusa and Lake, the Pacific Coast, the Eureka and Eel River, the San Diego, Cuyamaca, and Eastern, the National City and Otay, the Santa Ana and Newport, the Los Angeles Terminal, the Redondo Railway, and also all of the other railway companies in California.

A conclusion that the rates in California average as low as feasible, with due regard to maintenance and improvement of the properties and the character of service, I believe to be sustained by the comparisons which have been made within the State of California and throughout many other States. But if further confirmation is needed, many untouched factors, and especially the financial condition of the companies operating the railroads in California, will, upon deeper investigation, provide the testimony.

CONCLUSIONS.

The examination of the railroads of the State and investigations I have made, and a careful consideration of the data obtained, some of which are presented in condensed form in this report, have led me to the following conclusions:

First—That California is, and always will be, especially exceptional in its conditions—conditions which must be factors in determining what would be just and equitable railroad rates for the transportation of persons and property within its limits.

Second—That it is wholly impracticable to establish for its railroads uniform passenger and freight charges and have them bear justly and equitably upon the people of the State and the railroad companies.

Third—That the present rates of the several railroads are not so nearly uniform as it may be practicable to establish upon very exhaustive examination and careful employment of the factors from which they ought to be deduced.

Fourth—That taking into account operating expenses and all other matters of general import bearing on and affecting the operation of railroads in this State, so far as I have been able, I am convinced and believe that the rates charged by the railroad companies of California for the transportation of persons and property are not as a whole unreasonably high, and that if they are, then the rates for railroad transportation on the roads and systems of roads throughout the United States have been and now are, also, as a whole, unreasonably high.

Fifth—That the exceptional conditions in California, which must largely determine what would be just and equitable rates for the railroads to charge for the transportation of persons and property within its limits, having respect to local public interests and those of the State at large, are diversified and complex in detail beyond any precedent. The most exhaustive and comprehensive investigation of those conditions must be made, involving much time and very considerable expense, to satisfactorily determine the question of what would be just and equitable rates for each road and system of roads in the State, so exactly as to justify any declaration that as a rule those now existing are not as just and equitable as practicable.

The general tenor of this report has necessarily been conservative, but it affords me pleasure to say that my inquiry has touched the clearances of the San Francisco Clearing House, the resources of the State banks, the assets of the savings banks, the value of exports and imports, including grain and coal, the rapid increase in the volume of the various products of the State, the mining interests, also the progress in building and general improvements.

These, and many other considerations that have come to my notice, justify and confirm the congratulation of President C. L. Taylor, to the members of the Chamber of Commerce of San Francisco, in his report of January 19th last; *i. e.*, "We may congratulate ourselves upon a season of reasonable prosperity and progress for both city and State."

RICHARD PRICE MORGAN,
Of Dwight, Illinois.

DWIGHT C. MORGAN,
Assistant Engineer.

SAN FRANCISCO, November 14, 1892.

APPENDICES.

APPENDIX "A."

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., June 16, 1892. }

Col. R. P. MORGAN, *Palace Hotel, San Francisco:*

DEAR SIR: Our Board being desirous of obtaining the services of an experienced engineer and expert in railroad matters, and learning that you are in the city, I am instructed by President Rea to ascertain whether you are open to make an engagement with the Board, to investigate and inform us particularly with reference to what would be just and equitable rates of freights and fares, taking into account operating expenses and all other matters of general import bearing thereon and affecting the operation of railroads in this State.

Kindly inform me at your earliest convenience whether you can devote sufficient time to an inquiry of this magnitude to enable us to fully advise the Commission, who are desirous that such a report be made as soon as possible.

If your answer to the foregoing be favorable, please give me your references, terms, etc.

Respectfully yours,

JAS. V. KELLY,

Secretary State Board of Railroad Commissioners of California.

PALACE HOTEL, SAN FRANCISCO, June 18, 1892.

JAMES V. KELLY, *Esq., Secretary Board Railroad Commissioners, "Chronicle" Building, City:*

DEAR SIR: Replying to your favor of the 16th instant, I understand from it that the Commission desire to have a report made upon the tariffs of charges of the railway companies of California for the transportation of persons and property; *i. e.*, "taking into account operating expenses and all other matters of general import bearing thereon and affecting the operation of railroads in this State," the question is, are their charges unjust and inequitable or not? And if they ought to be modified to make them just and equitable, in what respect and degree?

To accomplish a work of such magnitude and importance with reasonable accuracy as promptly as you desire and as is feasible, all the aids the authority of the Commission can command, and that the railway companies themselves can readily give, should be available.

It would be necessary for me to acquire, by personal observation and investigation, additional knowledge of the physical conditions affecting each road, and also of the resources, present and prospective, of each.

After a few days necessary to complete a report I am now engaged upon for European capital, I shall have the time at my disposal, and, so far as I may be able, will prepare a report upon the question, if the Commissioners desire it.

My terms have been uniform for more than ten years, and are not unreasonably high. They include all expenses necessary to acquire and prepare the data essential to the work I may be engaged upon.

As requested, I inclose my professional letter, which contains the testimony of some third parties in respect to myself.

Awaiting your further pleasure, I remain,

Respectfully yours,

RICHARD P. MORGAN.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS,)
SAN FRANCISCO, July 11, 1892. }

Resolved, That the services of Col. Richard P. Morgan be and hereby are engaged by this Commission for the purpose and on the terms stated in the correspondence had with him in respect thereto; the engagement to take effect immediately, and the President and Secretary of the Commission are hereby instructed to put Mr. Morgan in communication by letter with the managers of the railroad companies of California, and otherwise assist him in every practicable way to obtain any data and general information he may desire.

APPENDIX "B."

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS,)
SAN FRANCISCO, July 13, 1892. }

[Copy of letters.]

J. F. BURGIN, *President San Francisco and North Pacific Railway Company, San Francisco, Cal.:*

DEAR SIR: Complying with the instruction of the Board of Railroad Commissioners, permit me to introduce to you Mr. Richard P. Morgan, the Civil Engineer and Railway Expert, whose services they have engaged to investigate and report with reference to what would be just and equitable rates of freights and fares, taking into account operating expenses and all other matters of general import bearing thereon and affecting the operations of the railroads in this State.

Will you kindly provide Mr. Morgan, and any assistant accompanying him, with transportation on your road; also, with such information in respect to the rates and fares charged by your company, its operating expenses, etc., as he may desire, and oblige,

Yours respectfully,

JAS. V. KELLY,
Secretary.

APPENDIX "C."

Advantages of Railroad Amalgamation.

SOUTHERN PACIFIC COMPANY,
 OFFICE OF THE SECOND VICE-PRESIDENT AND GENERAL MANAGER, }
 SAN FRANCISCO, CAL., September 6, 1892.

Col. R. P. MORGAN, *Palace Hotel, City:*

DEAR SIR: Answering yours of the 24th ultimo, wherein you ask "what lines are embraced by the Southern Pacific system in this State (California)," also, approximately, what "in my opinion the saving in the cost of operating them as a system is, instead of under separate organizations and managements."

The following list embraces the roads operated by the Southern Pacific Company in this State, thirty-seven in number, first built and operated under separate organizations and managements:

Western Pacific Railroad.
 Central Pacific Railroad of California.
 California and Oregon Railroad.
 San Francisco, Oakland, and Alameda Railroad.
 San Joaquin Valley Railroad.
 California Pacific Railroad.
 Napa Valley Railroad.
 Northern California Railroad.
 Northern Railway.
 Woodland, Capay, and Clear Lake Railroad.
 West Side and Mendocino Railroad.
 Vaca Valley and Clear Lake Railroad.
 San Joaquin and Sierra Nevada Railroad.
 Sacramento and Placerville Railroad.
 Santa Rosa and Carquinez Railroad.
 Amador Branch Railroad.
 Berkeley Branch Railroad.
 San Francisco and San José Railroad.
 Southern Pacific Branch Railroad.
 Los Angeles and San Pedro Railroad.
 Southern Pacific Railroad.
 San José and Almaden Railroad.
 Pajaro and Santa Cruz Railroad.
 Monterey Railroad.
 San Pablo and Tulare Railroad.
 San Ramon Valley Railroad.
 Stockton and Copperopolis Railroad.
 Stockton and Tulare Railroad.
 San Joaquin Valley and Yosemite Railroad.
 Los Angeles and San Diego Railroad.
 Los Angeles and Independence Railroad.
 Long Beach, Whittier, and Los Angeles County Railroad.
 Long Beach Railroad.
 Ramona and San Bernardino Railroad.
 Stockton and Visalia Railroad.
 Santa Cruz and Felton Railroad.
 Bay and Coast Railroad.

In addition to these lines in California, and exclusive of the Central Pacific road, which extends eastward to Ogden, Utah, the following roads, fourteen in number, are operated by the Southern Pacific Company, in close connection and mutual interchange of traffic with the others, to their common advantage:

Oregon and California Railroad.
Oregonian Railroad.
Portland and Yamhill Railroad.
Southern Pacific of Arizona.
Southern Pacific of New Mexico.
Galveston, Harrisburg, and San Antonio Railroad.
Buffalo, Bayou, Brazos, and Colorado River Railway.
Gulf, Western Texas, and Pacific Railway.
Louisiana Western Railroad.
Morgan's Louisiana and Texas Railway.
New Orleans, Opelousas, and Great Western Railway.
New York, Texas, and Mexican Railroad.
Sabine and East Texas Railway.

Making fifty-one roads, all told, operated by the Southern Pacific Company.

Economics are effected by consolidating these properties under one management; by dispensing with many executive and managing officers and agencies; by enforcing uniform methods for maintenance of the road and equipment; by reducing the number of shops and employing men of greater skill in the supervision of the different branches of the service than can be commanded by the smaller roads; by doing business with the minimum amount of rolling stock, sending the equipment from one road in its dull season to work on another in its busy times, while under separate organizations, each little road must be equipped to take care of itself at all seasons. In these and many other ways the operating efficiency of a number of small roads is increased and the expenses reduced by combining the operations under one management.

Without taking up your time with details in this connection, I can hardly do better than to refer you to tables Nos. 1 and 2, pages 89 and 90, Twelfth Annual Report of the Board of Railroad Commissioners of California for the year ending November 1, 1891. The tables, though incomplete through lack of statistics for all lines, are nevertheless valuable and instructive.

Computing from the data in table No. 1, we find that the percentage of operating expenses to gross earnings of the lines operated by the Southern Pacific Company is 63.4 per cent; for the other lines in California, 79 per cent. The average rate of fare per passenger per mile for the Southern Pacific lines is 2.15 cents; for the other lines the average indicated by the table is closely in the neighborhood of 4 cents per passenger per mile. The average freight earnings per ton per mile for the Southern Pacific Company is 1.67 cents; for the other lines shown in the table, excepting only the Atlantic and Pacific Railroad, from 2.62 cents per ton per mile to 12 cents per ton per mile, the average of which must be much greater than the Southern Pacific Company's average.

Your investigation will doubtless demonstrate that many of the other companies operated independently of the Southern Pacific Company show a deficit from the commencement of their operations. This, coupled with the fact that all of them are maintaining higher rates than the average for the Southern Pacific Company's lines, and use a greater per-

centage of the gross earnings to cover their necessary operating expenses than is required for the Southern Pacific Company's lines, I take as corroborating my opinion, formed after careful study and much practical experience in connection with these things, viz.: that by consolidating interests, as has been done by the Southern Pacific Company, the railroads are able to and do serve the people better when grouped together and operated by one company than they are able to do standing alone by themselves.

Yours truly,

A. N. TOWNE.



U.S. EMBASSY, AMEMB, 1979, JAN 10 1980

APPENDIX "G."

The four principal counties of the Sacramento Valley are Yolo, Colusa, Butte, and Tehama. They embrace an area of 8,547 square miles, or 5,500,000 acres. This area comprises the broad agricultural districts of the Sacramento Valley.

In these counties there were in 1880 seventy-one holders having 5,000 acres and upward, and the aggregate of these seventy-one holdings was 797,761 acres. In 1885 there were eighty-five holders having 5,000 acres and upward, and the aggregate of their holdings was 1,130,484 acres. In 1890 there were one hundred and six holders having 5,000 acres and upward, and the aggregate was 1,479,104 acres. The increase in the aggregate of the individual holdings of 5,000 acres and upward was 700,000 acres. Thus there had fallen into this larger class 700,000 additional acres, and the class itself had increased from seventy-one to one hundred and six.

When the observation is taken by selecting the fifty largest holders in each of the counties similar results are obtained, the most remarkable relating to Tehama County. In 1880 the fifty largest holders in that county held 264,435 acres. In 1885 they held 546,690 acres; in 1890 they held 687,248 acres. Aggregating the fifty in each county, that is to say, the two hundred largest holders in the four counties, and the aggregate in 1880 was 1,162,635 acres; in 1885 it was 1,499,217 acres, and in 1890 it was 1,781,318 acres. Witness the result of a comparison of the largest holdings: In 1880 the largest holding was 31,167 acres; in 1885 the largest holding was 72,993 acres, and in 1890 it was 109,000 acres. The suggestion which obtrudes itself is: Was the increase of aggregates already given due to the increase of the very largest holdings? The answer is in the negative, as the following table will show:

	1880—Acres.	1885—Acres.	1890—Acres.
Twentieth largest holder.....	4,602	7,924	8,482
Fortieth largest holder.....	2,316	4,500	4,190
Sixtieth largest holder.....	1,413	2,742	2,932
Eightieth largest holder.....	915	1,920	2,040
One hundredth largest holder.....	640	1,446	1,521

Thus following down the list, the one hundredth largest holder had increased his holding nearly 300 per cent, while the twentieth largest holder had increased his holding but 90 per cent.

The effect of this upon the population was very startling. Tehama County had a population in 1880 of 9,301. The natural gain in ten years should have been 1,860. The actual gain, as shown by a comparison of the census report of 1890, was 615, of which Red Bluff gained 502, and the town of Vina 139. The actual loss of population in the county was 1,245, notwithstanding the apparent gain of 615. In the townships of Paskenta and Tehama, running from the Sacramento River across the broadest area of agricultural land in the county, the actual loss, as shown by the census, was 1,790.

To pursue the statistical facts, however, let us present an aggregate of the population in the four counties as shown by the census of 1880

and that of 1890. The four distinctive Sacramento Valley counties had in 1880 a population of 52,912; in 1890 the population was 55,179. The natural increase of 52,852 in ten years would be 10,583; the increase shown by the census was 2,367. There was, therefore, in the rural districts of the Sacramento Valley, the fairest and most fertile valley of the State of California, an actual loss of population equal to 7,534.

These facts do not relate to a remote country. The details of the operation are under immediate observation. The process and the reason for it are not far to seek. In the first instance, large land holding superinduces absenteeism. The owner of 10,000 acres of land derives an income which affords the opportunity for the gratification of the higher wants of his nature. The country which his large holding has made desolate of churches, school houses, and society, affords no opportunity for the gratification of wants called into being by opportunity. Hence, the family resides in the city. The small holder on the margin of the greater has no neighbors in one direction, except the very few undesirable farm laborers, comprising chiefly tramps and Chinamen, and his growing family demands at his hands educational opportunities and higher social enjoyment. He declares that he is ready to sell, rather than submit to his isolation. With each sale the unfavorable condition is intensified, and thus the land becomes cheaper as the social condition attending its ownership becomes more undesirable. During the last year a citizen of Butte named John Crouch purchased of one Bowers 2,100 acres of land adjoining the large ownership of Mr. Crouch. Upon the land purchased there stood a beautiful brick residence which had cost Bowers \$15,000. He was a social being, entertaining the belief that some embellishment might attend life in the country; that some of the exaltations of civilization might be enjoyed even in the rural district. But his neighbors were few, and he sold to his nearest neighbor and largest holder. Immediately upon obtaining possession of the land, John Crouch destroyed that brick house, because the land was assessed at an additional sum in consequence of the improvement. He used some of the doors and windows for the construction of a shanty in which to entertain the men who would cultivate that broad area to wheat, and which the Assessor would not value very high as improvements.

In Paskenta township there stands the remains of twelve houses and barns, untenanted because the owners of the land surrounding them have yielded to the inevitable, sold out and left the country. They fell victims to the extension of land monopoly in this State, one at a time. Some yielded reluctantly, for they were content with their homes. But these homes had become hermitages and their families were being deprived of all social enjoyments, religious privileges, and educational advantages. In the Colusa "Sun" of December 15, 1891, is the following:

"That portion of the country on the east side of the river, with Butte County as the business center, is unsurpassed in fertility by any spot on earth. Land is intrinsically worth from \$60 to \$75 an acre for the production of wheat alone. The large land owner is its own drawback. Nearly the whole of the river-front land, and for a distance of five miles back on the west side of the river, belongs to the Glenn estate, to the Chambers Bros. of St. Louis, and other large land holders. It is said that there is not a single child of school age belonging to the land on this entire district of 255 square miles. The soil is unsurpassed."

In a small tenement, of which mention was made in a recent publication, in the city of New York, there were fifty-six families, with sixty-eight children under two years of age.

As has already been noted, the entire gain in the four counties, as shown by the census, was 2,367. Of these, five towns in Colusa County gained 1,116, one town in Yolo County gained 918, two towns in Tehama County gained 641, and two towns in Butte County gained 810. Here, then, in five or six towns of the counties there is a gain of 336 in excess of the entire gain of the district; and to this must be added the gain of villages not noted. The effect of this upon the commercial and industrial activities of the State is far reaching. When a single individual owns 100,000 acres, he enjoys the source of wealth derived from that vast area. At the end of a year, when the product of a region so vast is distributed to the producer, the owner receives practically all, for what is paid to the farm laborer barely affords to him a subsistence. Thus, there is a single family capable of gratifying the higher desires of civilized life from the cultivation of the land.

In the entire Sacramento Valley the one hundred largest holdings embrace 1,654,000 acres of land. Ninety per cent of it at least is capable of supporting a family on each 100 acres, or employing the industry of a single agricultural cultivator with the assistance of his family on each 50 acres. Take the larger figure, however, and one hundred holders in the Sacramento Valley have 16,540 farms of 100 acres each. The proprietorship of 100 acres of fertile land under favoring climatic possibilities would give to these one hundred holdings 16,540 families. The urban population demanded by these would be more than double that number. Thus, 32,000 families are displaced in the Sacramento Valley by the holdings of one hundred men. But excluding these one hundred largest holders in the valley, the next two hundred below them own a still greater quantity. Thus, 300 men usurp the opportunity for subsistence of at least 64,000 families. They displace civilization; they force the population into the cities, or offer the choice of emigration. Traveling through the region in question, the observer is struck with the great disparity between its fertile attractiveness and the infrequency of human habitation. The influence of all this on the agricultural laborer is most degrading. He does not become a landed proprietor; that hope is denied to him forever.

The question will naturally be asked whether the tendency observed in the Sacramento Valley is common throughout the State. My observation has extended to most of the counties of California. Let us take, for illustration, one of the most progressive counties in the San Joaquin Valley, the county of Fresno. In 1875 there were forty-four holdings of 5,000 acres and upward, aggregating 847,379 acres. In 1880 there were fifty holdings of 5,000 acres and upward, aggregating 995,577 acres. In 1885 there were forty-eight holdings of 5,000 acres and upward, and they aggregated 1,061,955 acres. In 1890 there were forty-one holdings of 5,000 acres and upward, and the aggregate was 943,557 acres. The largest land holding in this county had increased from 169,464 acres in 1875, to 239,485 acres in 1890. Here a single firm of land holders had added 70,000 acres of land to their already large holding. The same firm held in Merced County, in 1880, 200,386 acres, and in 1890, 223,232 acres. Thus, in Fresno and Merced Counties this single firm now owns 462,717 acres.

The student of the statistics will be struck with one fact, everywhere

apparent, to wit: the land held by the estates is not divided up. There is but one single instance in the Sacramento Valley where the amount of land set down opposite the holder decreases when the holding passes to the ownership of an estate; that instance relates to the holding of Hugh J. Glenn. In 1880, Mr. Glenn being alive, he appeared on the assessment roll as the owner of 58,000 acres of land. In 1890 the estate of Hugh J. Glenn appears for 42,000 acres. This decrease was due wholly to the fact that Mr. Glenn died, leaving his estate heavily encumbered by debt, and a portion had to be sold. There has been no sale of any land since the debts of the estate have been adjusted. In other instances, where the individual appeared first on the assessment roll and subsequently the same land is assessed to his estate, the holdings increased in the same ratio with private holdings. The instances of this are frequent. A large holding already cited, relating to Fresno, will serve as an illustration. The holding is that of Miller & Lux. In 1875 Miller & Lux appeared on the assessment roll for 169,464 acres. This holding rises steadily, notwithstanding the death of one of the partners, until upon the assessment roll of last year the firm of Miller & Lux appears for 239,486 acres. Like instances of this are found in Sacramento, Butte, Yolo, Colusa, and other counties of the State.

The question arises as to the details by which this aggregation has been achieved. Again the answer is not far to seek. It was through the facility with which land may be made the basis of security for the repayment of money borrowed. If you have followed the statistics you will observe that the increase of the holdings made the greatest progress between 1883 and 1890. The aggregate amount of the mortgages found on the assessment roll in 1882 was \$82,953,826. In 1890 the amount had increased to \$168,097,325. This, of course, included the mortgages upon city and county real estate; but a still more remarkable fact remains to be noted. In 1882, when the volume of mortgages reached \$83,000,000, the value of the property mortgaged was set down at \$446,319,940. In 1890, when the value of the mortgages had reached \$168,097,325, the value of the property affected by mortgages was set down at \$200,000,000. Thus, the value of the equity of redemption had increased, from 1882 to 1890, \$246,000,000. A mortgage is treated as an interest in land affected thereby. The value of the mortgage is assessed to the mortgagee, and the value of the land to the owner thereof. In 1882 the full valuation of the land was given in to the Assessor, but eventually the owner of the mortgaged real estate had learned the art of narrowing the margin between the value of the mortgage and the value of the land affected thereby; and hence, whereas in 1882 about \$83,000,000 of the mortgages affected \$446,000,000 worth of real estate, in 1890 \$168,000,000 of mortgages affected only \$200,000,000 of real estate. The facility, therefore, with which land may be used as the basis of security at a low rate of interest, is the actual lever by which countries are depopulated and monopoly of the soil is effected. As the land is monopolized the value of the improvements declines. An appeal again to the actual statistics in this State will establish this fact. During the period of the greatest progress in the direction of aggregating lands in California, to wit: from 1883 to 1890, the value of the country real estate arose from \$231,000,000 to \$388,440,000, and the improvements thereon from \$37,000,000 to \$53,000,000, an increase in round numbers of \$16,000,000. In the same period of seven years the value of the city real estate arose from \$183,000,000 to \$295,000,000, and the

value of the improvements from \$100,000,000 to \$153,000,000. Thus, while the improvements on \$231,000,000 worth of real estate in the country increased but \$16,000,000, the increase on the city real estate assessed at \$183,000,000 was \$53,000,000, or more than three times the aggregate amount, and more than 40 per cent on the increased value of improvements on country property. If the improvements on the country realty had kept pace with those on the city real estate, at the end of the period of seven years we reach an astonishing disproportion between the value of the improvements on country real estate and that observed in the cities. The figures are as follows: The value of the country property in 1890 was \$388,440,000; improvements thereon, \$53,951,000. Value of city real estate, \$295,229,000; improvements on the same, \$153,000,000. The relation of the value of improvements on country property to the whole value of the property is but 14 per cent, while the improvements on city real estate is approximately 52 per cent of the value of the real estate.

For a time both population and wealth have been congested in the cities and towns. Absentee landlordism impoverishes a county. The money distributed back from the products of the land goes chiefly to a single family. That family resides in the nearest town if the holding aggregates 3,000 or 4,000 acres; in the nearest city if the holding aggregates from 5,000 to 10,000 acres; in the metropolis of the nation if the holding reaches 50,000 or 100,000 acres. Some of our largest holders reside in the cities of New York and Washington. These are men holding from 50,000 to 200,000 acres. A still larger number reside in San Francisco, the metropolis of the coast. These hold from 10,000 to 40,000 or 50,000 acres. The annual wage bill of agriculture is paid to a labor which is not in any respect attached to the soil or identified with the country. As soon, therefore, as the crop is made and the money obtained from its sale distributed back to the labor and to the owner, the former disappears to the villages and towns, where their only savings bank is the saloon; the latter deposit their surplus in the banks to use it for the purchase of more land, and their families spend their money in the city. Thus it is that the rural districts are impoverished while the great commercial cities are overcrowded. In the instances cited herein the actual increase of the population of the Sacramento Valley is attributable to its towns. There is still greater disparity between the accumulation of wealth by the rural and the urban population. In the fifteen Southern States of the Union there was in 1889 deposited in the national banks \$158,000,000. In the city of New York alone the deposits in these banks amounted to \$418,000,000, and yet the fifteen States mentioned produce a single agricultural article which yields an income of \$300,000,000 per annum. The wealth is not accumulated in the country; it is only created there. This tendency carried to its ultimate results—results which are plainly inevitable—will eventually evolve three general classes of citizens: the lowest, the agricultural laborer; the middle class, those engaged in commerce, and the highest and most influential, the land-holding class. Free institutions like ours depend for their perpetuity upon the independence, self-reliance, and virtue of its citizenship. A system which is overcrowding the cities, depopulating the interior, eliminating the class heretofore existing of independent small holders, is fraught with danger to the perpetuity of republican institutions.

APPENDIX "H."

Comparison of Class Rates in effect on the S. P. Co.'s lines in California (Transposed for Western Classification) with Rates in effect within the State of Illinois for similar distances on following lines, viz.: C. B. & Q., C. R. I. & P., C. M. & St. P., C. & N. W., and the Illinois Railroad Commissioners' Maximum Rates.

Roads.	Destination.	Dis- tance.	1.	2.	3.	4.	5.	A.	B.	C.	D.	E.
S. P. Co.	From Stockton to French Camp.	5	3½	3½	3½	3½	3½	3½	3½	3½	3½	3½
C. B. & Q.	From Chicago to Hawthorne	6	15.04	6	11.28	8.46	2	2	2	2	2	2
C. R. I. & P.	From Chicago to Englewood	7	15	13	11	6	6	5	5	4	3½	3
C. M. & St. P.	From Chicago to Creston	6½	15	13	11	8	6	5	5	4	3½	3
C. & N. W.	From Chicago to Austin	6	13.16	11.28	9.40	7.52	6.01	4.93	4.42	3.95	3.43	3.08
Illinois Railroad	Com. max. rates for Class "B" roads	9	6½	6½	6½	6½	5	5	4½	4½	4½	4½
S. P. Co.	From Stockton to Lathrop	9	15.04	13.16	11.28	8.46	2	Switching	2	Tariff	2	2
C. B. & Q.	From Chicago to Morton Park	9	7	6	6	6	2	2	2	2	2	2
C. R. I. & P.	From Chicago to Auburn Park	9	15	13	11	8	6	5	5	4	3½	3
C. M. & St. P.	From Chicago to Galewood	15	15	13	11	8	6	5	5	4	3½	3
C. & N. W.	From Chicago to Oak Park	8½	15	13	11	8	6	5	5	4	3½	3
Illinois Railroad	Com. max. rates for Class "B" roads	9	15.04	13.16	11.28	8.46	6.76	5.92	5.40	4.42	3.95	3.55
S. P. Co.	From Stockton	11	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4.7	4	3.59
C. B. & Q.	From Chicago to Riverside	12	7	6	6	6	2	2	2	2	2	2
C. R. I. & P.	From Chicago to Washington Heights	10	15.04	13.16	11.28	8.46	6.76	5.64	5.17	4.23	3.96	3.46
C. M. & St. P.	From Chicago to Mont Clare	10½	15.04	13.16	11.28	8.46	6.76	5.64	5.17	4.23	3.76	3.46
C. & N. W.	From Chicago to Maywood	10½	16.92	15.04	13.16	9.40	7.52	6.91	6.39	4.94	4.18	3.76
Illinois Railroad	Com. max. rates for Class "B" roads	14½	10½	10½	10½	10½	8	8	7	7	7	7
S. P. Co.	From Stockton to Morano	14	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4.7	4	3.59
C. B. & Q.	From Chicago to Stone Avenue	16	10	9	8	7	2	2	2	2	2	2
C. R. I. & P.	From Chicago to Blue Island	16	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4.7	4	3.59
C. M. & St. P.	From Chicago to Mannheim	14	18.08	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
C. & N. W.	From Chicago to Elmhurst	16	16.92	15.04	13.16	9.40	7.52	6.91	6.39	4.94	4.18	3.76
Illinois Railroad	Com. max. rates for Class "B" roads	14	18.08	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
S. P. Co.	From Stockton to Ripon	19	13½	13½	13½	13½	10	10	8	8	8	8
C. B. & Q.	From Chicago to Clarendon Hills	18	18.8	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
C. R. I. & P.	From Chicago	18	10	9	8	7	3	3	3	3	3	3
C. M. & St. P.	From Chicago to Bensonville	17	18.8	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
C. & N. W.	From Chicago to Lombard	20	18.08	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
Illinois Railroad	Com. max. rates for Class "B" roads	17½	18.8	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
S. P. Co.	From Stockton to Salda	22	15½	15½	15½	15½	11½	11½	8½	8½	8½	8½
C. B. & Q.	From Chicago to Lisle	24	20.68	18.8	15.04	11.28	9	7.52	7.05	5.64	4.46	4.02
C. R. I. & P.	From Chicago to Tinley Park	23	18	12	10	8	5	5	5	5	4	3
C. M. & St. P.	From Chicago to Roselle	25	20.68	18.8	15.4	11.28	9.02	7.52	7.05	5.64	4.46	4.02
C. & N. W.	From Chicago to Wheaton	25	20.68	18.8	15.4	11.28	9.02	7.52	7.05	5.64	4.46	4.02
Illinois Railroad	Com. max. rates for Class "B" roads	25	20.68	18.8	15.4	11.28	9.02	7.90	7.38	5.92	4.70	4.23

S. P. Co.	From Stockton to Modesto	29	19 3/4	19 3/4	19 3/4	19 3/4	15	15	15	10	10	10	10
C. B. & Q.	From Chicago to Naperville	29	22.56	19.74	15.98	11.98	9	7.99	7.52	6.02	4.7	4.3	4.3
C. R. I. & P.	From Chicago to Mokena	30	16	15	12	9	7	6	5	5	5	5	5
C. M. & St. P.	From Chicago to Ontarioville	29	22.56	19.74	15.98	11.98	9.58	7.99	7.52	6.02	4.7	4.3	4.3
C. & N. W.	From Chicago to Turner	30	22.56	19.74	15.98	11.98	9.58	7.99	7.52	6.02	4.7	4.3	4.3
Illinois Railroad	Com. max. rates for Class "B" roads	29	22.56	19.74	15.98	11.98	9.58	8.37	7.90	6.28	4.93	4.44	4.44
S. P. Co.	From Stockton	31	24.44	20.68	16.92	12.69	9	8.46	7.69	6.3	4.89	4.4	4.4
C. B. & Q.	From Chicago	31	16	15	12	9	7	6	5	5	5	5	5
C. R. I. & P.	From Chicago	30	22.56	19.74	15.98	11.98	9.58	7.99	7.52	6.02	4.7	4.3	4.3
C. M. & St. P.	From Chicago to Bartlett	31	22.56	19.74	15.98	11.98	9.58	7.99	7.52	6.02	4.7	4.3	4.3
C. & N. W.	From Chicago	31	24.44	20.68	16.92	12.69	10.15	8.88	8.37	6.58	5.12	4.61	4.61
Illinois Railroad	Com. max. rates for Class "B" roads	33 1/2	21 1/2	21 1/2	21 1/2	21 1/2	17 1/2	17 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
S. P. Co.	From Stockton to Ceres	33	24.44	20.68	16.92	12.69	9	8.46	7.69	6.3	4.89	4.4	4.4
C. B. & Q.	From Chicago to Eola	34	20	18	15	10	7	6	5	5	5	5	5
C. R. I. & P.	From Chicago to New Lenox	33	24.44	20.68	16.92	12.69	8.46	7.69	6.3	4.89	4.4	4.4	4.4
C. M. & St. P.	From Chicago to Spaulding	33	24.44	20.68	16.92	12.69	10.15	8.46	7.69	6.3	4.89	4.4	4.4
C. & N. W.	From Chicago	32	24.44	20.68	16.92	12.69	10.15	8.88	8.37	6.58	5.12	4.61	4.61
Illinois Railroad	Com. max. rates for Class "B" roads	36 1/2	22 1/2	22 1/2	22 1/2	22 1/2	19	19	11	11	11	11	11
S. P. Co.	From Stockton to Keyes	35 1/2	26.32	21.62	17.86	13	8.93	8.46	6.58	5.08	4.57	4.57	4.57
C. B. & Q.	From Chicago	37	26.32	21.62	17.86	13	8	7	6	5	5	5	5
C. R. I. & P.	From Chicago to Elgin	37	26.32	21.62	17.86	13.16	10.52	8.93	8.46	6.58	5.08	4.57	4.57
C. M. & St. P.	From Chicago to Geneva	35	24.44	20.68	16.92	12.69	10	8.46	7.69	6.3	4.89	4.4	4.4
C. & N. W.	Com. max. rates for Class "B" roads	35	24.44	20.68	16.92	12.69	10.15	8.88	8.37	6.58	5.12	4.61	4.61
Illinois Railroad	From Stockton to Turlock	42	25 1/2	25 1/2	25 1/2	25 1/2	21 1/2	21 1/2	12	12	12	12	12
S. P. Co.	From Chicago to Aurora	38	26.32	21.62	17.86	13	8.93	8.46	6.58	5.08	4.57	4.57	4.57
C. B. & Q.	From Chicago to Joliet	40	22	19	15	10	7	6	5	5	5	5	5
C. R. I. & P.	From Chicago to Joliet	40	26.32	21.62	17.86	13.16	10.52	8.93	8.46	6.58	5.08	4.57	4.57
C. M. & St. P.	From Chicago to Alton	40	28.2	22.56	18.8	13.5	10	9.4	8.93	6.77	5.26	4.74	4.74
C. & N. W.	From Chicago to La Fox	40	26.32	21.62	17.86	13.16	10.52	9.4	8.88	6.91	5.31	4.77	4.77
Illinois Railroad	Com. max. rates for Class "B" roads	47 1/2	30 1/2	30 1/2	30 1/2	30 1/2	26	26	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
S. P. Co.	From Stockton to Delhi	46	24.14	23.5	18	13	9	9.64	9.4	6.96	5.45	4.91	4.91
C. B. & Q.	From Chicago to Bristol	45 1/2	22	19	15	11	7	6	5	5	5	5	5
C. R. I. & P.	From Chicago	45	28.2	22.56	18.8	14.57	10.75	9.4	8.93	6.77	5.26	4.74	4.74
C. M. & St. P.	From Chicago to Pingree Grove	44	28.2	22.56	18.8	14	10	9.4	8.93	6.77	5.26	4.74	4.74
C. & N. W.	From Chicago to Elburn	44	28.2	22.56	18.8	14.10	10.9	9.89	9.40	7.10	5.50	4.94	4.94
Illinois Railroad	Com. max. rates for Class "B" roads	45	28.2	22.56	18.8	14.10	26 1/2	26 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
S. P. Co.	From Stockton to Livingston	52	30 1/2	30 1/2	30 1/2	30 1/2	9	10.32	9.64	7.14	5.64	5.08	5.08
C. B. & Q.	From Chicago to Plano	52	30.08	24.44	18	13	9	10.32	9.64	7.14	5.64	5.08	5.08
C. R. I. & P.	From Chicago to Minooka	51	22	19	15	11	7	6	5	5	5	5	5
C. M. & St. P.	From Chicago to Hampshire	51	30.08	24.44	20	14.57	11	10.32	9.64	7.14	5.64	5.08	5.08
C. & N. W.	From Chicago to Maple Park	50	30.08	24.44	20	14	10	10.32	9.64	7.14	5.64	5.08	5.08
Illinois Railroad	Com. max. rates for Class "B" roads	50	29.14	23.30	19.74	14.10	11.28	10.34	9.84	7.38	5.73	5.15	5.15

APPENDIX "H"—(continued.)

Roads.	Dis- tance.	1.	2.	3.	4.	5.	A.	B.	C.	D.	E.
S. P. Co.-----	6½	4½	4½	4½	4½	4½	4½	4½	4½	4½	4½
C. B. & Q.-----	6	13.04	13.16	11.28	8.46	2	Switching	2	Tariff.	2	2
C. R. I. & P.-----	7	6	6	6	6	6	5	5	4	3½	3
C. M. & St. P.-----	7	15	13	11	8	6	5	5	4	3½	3
C. & N. W.-----	6½	15	13	11	8	6	5	5	4	3½	3
Illinois Railroad-----	6	13.16	11.28	9.40	7.52	6.01	4.93	4.46	3.95	3.43	3.00
S. P. Co.-----	8	5½	5½	5½	5½	5	5	4½	4½	4½	4½
C. B. & Q.-----	9	15.04	13.16	11.28	8.46	2	Switching	2	Tariff.	2	2
C. R. I. & P.-----	9	7	6	6	6	6	5	5	4	3½	3
C. M. & St. P.-----	9	15	13	11	8	6	5	5	4	3½	3
C. & N. W.-----	8½	15	13	11	8	6	5	5	4	3½	3
Illinois Railroad-----	9	15.04	13.16	11.28	8.46	6.76	5.92	5.40	4.42	3.95	3.55
S. P. Co.-----	11	8½	8½	8½	8½	7	7	5½	5½	5½	5½
C. B. & Q.-----	11	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4.7	4	3.59
C. R. I. & P.-----	12	7	6	6	6	2	2	2	2	2	2
C. M. & St. P.-----	10	15.04	13.16	11.28	8.46	6.76	5.64	5.17	4.23	3.76	3.46
C. & N. W.-----	10½	15.04	13.16	11.28	8.46	6.76	5.64	5.17	4.23	3.76	3.46
Illinois Railroad-----	10½	16.92	15.04	13.16	9.40	7.52	6.91	6.39	4.94	4.18	3.76
S. P. Co.-----	14½	9	9	9	9	7	7	5½	5½	5½	5½
C. B. & Q.-----	14	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4.7	4	3.59
C. R. I. & P.-----	16	10	9	8	7	2	2	2	2	2	2
C. M. & St. P.-----	14	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4.7	4	3.59
C. & N. W.-----	16	18.08	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
Illinois Railroad-----	14	16.92	15.04	13.16	9.40	7.52	6.91	6.39	4.94	4.18	3.76
S. P. Co.-----	18	12	12	12	12	7	7	6	6	6	6
C. B. & Q.-----	18	18.8	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
C. R. I. & P.-----	18	10	9	8	7	3	3	3	3	3	3
C. M. & St. P.-----	17	18.8	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
C. & N. W.-----	20	18.08	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
Illinois Railroad-----	17½	18.8	16.92	14.1	10.34	8.27	7.38	6.91	5.45	4.42	3.98
S. P. Co.-----	24½	15	15	15	15	11	11	8	8	7	7
C. B. & Q.-----	24	20.68	18.8	15.04	11.28	9	7.52	7.05	5.64	4.46	4.02
C. R. I. & P.-----	23	23	12	10	8	5	5	5	5	4	3
C. M. & St. P.-----	25	20.68	18.8	15.04	11.28	9.02	7.52	5.05	5.64	4.46	4.02
C. & N. W.-----	25	20.68	18.8	15.04	11.28	9.02	7.52	7.05	5.64	4.46	4.02
Illinois Railroad-----	25	20.68	18.8	15.04	11.28	9.02	7.90	7.38	5.92	4.70	4.23

	29	15	15	15	15	11	8	8	7	7
S. P. Co.	From Sacramento to Lincoln	22.56	19.74	15.98	11.98	9	7.99	6.02	4.7	4.23
C. B. & Q.	From Chicago to Naperville	16	15	12	9	7	6	5	4	4
C. R. I. & P.	From Chicago to Mokena	22.56	19.74	15.98	11.98	9.58	7.99	6.02	4.7	4.23
C. M. & St. P.	From Chicago to Ontarioville	22.56	19.74	15.98	11.98	9.58	7.99	6.02	4.7	4.23
C. & N. W.	From Chicago to Turner	22.56	19.74	15.98	11.98	9.58	7.99	6.02	4.7	4.23
Illinois Railroad	Com. max. rates for Class "B" roads	22.56	19.74	15.98	11.98	9.58	8.37	6.28	4.93	4.44
S. P. Co.	From Sacramento	24.44	20.68	16.92	12.69	9	8.46	6.3	4.89	4.4
C. B. & Q.	From Chicago	16	15	12	9	7	6	5	4	4
C. R. I. & P.	From Chicago	22.56	19.74	15.98	11.98	9.58	7.99	6.02	4.7	4.23
C. M. & St. P.	From Chicago	22.56	19.74	15.98	11.98	9.58	7.99	6.02	4.7	4.23
C. & N. W.	From Chicago	22.56	19.74	15.98	11.98	9.58	7.99	6.02	4.7	4.23
Illinois Railroad	Com. max. rates for Class "B" roads	24.44	20.68	16.92	12.69	10.15	8.88	6.58	5.12	4.61
S. P. Co.	From Sacramento to Ewings	31 1/2	15	15	15	12	8 1/2	7	7	7
C. B. & Q.	From Chicago to Eola	22.56	24.44	20.68	16.92	9	8.46	6.3	4.89	4.4
C. R. I. & P.	From Chicago to New Lenox	34	20	18	15	10	7	6	5	4
C. M. & St. P.	From Chicago to Spaulding	33	24.44	20.68	16.92	10	8.46	6.3	4.89	4.4
C. & N. W.	From Chicago	34	24.44	20.68	16.92	10	8.46	6.3	4.89	4.4
Illinois Railroad	Com. max. rates for Class "B" roads	32	24.44	20.68	16.92	10.15	8.88	6.58	5.12	4.61
S. P. Co.	From Sacramento to Sheridan	36 1/2	15	15	15	12	9	8	8	8
C. B. & Q.	From Chicago	36 1/2	26.32	21.62	17.86	9	8.93	6.58	5.08	4.57
C. R. I. & P.	From Chicago	37	20	18	15	10	7	6	5	4
C. M. & St. P.	From Chicago to Elgin	37	26.32	21.62	17.86	10.52	8.93	6.58	5.08	4.57
C. & N. W.	From Chicago to Geneva	35	24.44	20.68	16.92	10	8.46	6.3	4.89	4.4
Illinois Railroad	Com. max. rates for Class "B" roads	35	24.44	20.68	16.92	10.15	8.88	6.58	5.12	4.61
S. P. Co.	From Sacramento to Wheatland	40	15	15	15	12	9 1/2	8 1/2	7	7
C. B. & Q.	From Chicago to Aurora	38	26.32	21.62	17.86	9	8.93	6.58	5.08	4.57
C. R. I. & P.	From Chicago to Joliet	40	22	19	15	10	7	6	5	4
C. M. & St. P.	From Chicago to Alton	40	26.32	21.62	17.86	10.52	8.93	6.58	5.08	4.57
C. & N. W.	From Chicago to La Fox	49	28.2	22.56	18.8	13.5	9.4	8.93	6.77	5.26
Illinois Railroad	Com. max. rates for Class "B" roads	40	26.32	21.62	17.86	10.52	9.4	8.88	6.91	4.77
S. P. Co.	From Sacramento to Reed	46	16	16	16	13	10	9	9	9
C. B. & Q.	From Chicago to Bristol	46	28.14	23.5	18	13	9.64	6.96	5.45	4.91
C. R. I. & P.	From Chicago	48	22	19	15	11	8	6	5	5
C. M. & St. P.	From Chicago to Pingree Grove	45	28.2	22.56	18.8	13.63	9.4	8.93	6.79	4.74
C. & N. W.	From Chicago to Elburn	44	28.2	22.56	18.8	13.5	9.4	8.93	6.79	4.74
Illinois Railroad	Com. max. rates for Class "B" roads	45	28.2	22.56	18.8	13.63	9.87	7.10	5.50	4.94
S. P. Co.	From Sacramento to Rupert	51	16	16	16	13	10	9	9	9
C. B. & Q.	From Chicago to Plano	52	30.08	24.44	18	13	10.32	7.14	5.64	5.08
C. R. I. & P.	From Chicago to Minooka	51	22	19	15	11	8	6	5	5
C. M. & St. P.	From Chicago to Hampshire	51	30.08	24.44	20	14.59	9.64	7.14	5.64	5.08
C. & N. W.	From Chicago to Maple Park	50	30.08	24.44	20	14	10.32	7.14	5.64	5.08
Illinois Railroad	Com. max. rates for Class "B" roads	50	28.14	23.50	19.74	11.28	10.34	7.38	5.73	5.16

APPENDIX "H"—Continued.

Roads.	Dis- tance.	1.	2.	3.	4.	5.	A.	B.	C.	D.	E.
S. P. Co.	6½	4½ 15.04	4½ 13.16	4½ 11.28	4½ 8.46	4½	4½	4½ Switching	4½ Tariff.	4½	4½
C. B. & Q.	6	6	6	6	6	2	2	2	2	2	2
C. R. I. & P.	7	15	13	11	8	6	5	5	4	3½	3
C. M. & St. P.	6½	15	13	11	8	6	5	5	4	3½	3
C. & N. W.	6	13.16	11.28	9.40	7.52	6.01	4.93	4.46	3.95	3.43	3.08
Illinois Railroad	9	6	6	6	6	5	5	4¾	4¾	4¾	4¾
S. P. Co.	9	15.04	13.16	11.28	8.46						
C. B. & Q.	9	7	6	6	6	2	2	2	2	2	2
C. R. I. & P.	9	15	13	11	8	6	5	5	4	3½	3
C. M. & St. P.	8½	16	13	11	8	6	5	5	4	3½	3
C. & N. W.	9	15.04	13.16	11.28	8.46	6.76	5.92	5.40	4.42	3.95	3.55
Illinois Railroad	10½	6¾	6¾	0¾	6¾	6	6	5	5	5	5
S. P. Co.	11	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4.7	4	3.59
C. B. & Q.	12	7	6	6	6	2	2	2	2	2	2
C. R. I. & P.	10	15.04	13.16	11.28	8.46	6.76	5.64	5.17	4.23	3.76	3.46
C. M. & St. P.	10½	15.04	13.16	11.28	8.46	6.76	5.64	5.17	4.23	3.76	3.46
C. & N. W.	10½	16.92	15.04	13.16	9.40	7.52	6.91	6.39	4.94	4.18	3.76
Illinois Railroad	14	7	7	7	7	7	7	5	5	5	5
S. P. Co.	14	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4.7	4	3.59
C. B. & Q.	16	10	9	8	7	2	2	2	2	2	2
C. R. I. & P.	14	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4.7	4	3.59
C. M. & St. P.	16	18.08	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
C. & N. W.	16	16.92	15.04	13.16	9.40	7.52	6.91	6.39	4.94	4.18	3.76
Illinois Railroad	14	7½	7½	7½	7½	7	7	5½	5½	5½	5½
S. P. Co.	17½	18.8	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
C. B. & Q.	18	10	9	8	7	3	3	3	3	3	3
C. R. I. & P.	17	18.8	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
C. M. & St. P.	20	18.08	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
C. & N. W.	17½	18.8	16.92	14.1	10.34	8.27	7.38	6.91	5.45	4.42	3.98
Illinois Railroad	25	7½	7½	7½	7½	7	7	6½	6½	6½	6½
S. P. Co.	24	20.68	18.8	15.04	11.28	9.02	7.52	7.05	5.64	4.46	4.02
C. B. & Q.	23	13	12	10	8	5	5	5	5	4	3
C. R. I. & P.	24	20.68	18.8	15.04	11.28	9.02	7.52	7.05	5.64	4.46	4.02
C. M. & St. P.	25	20.68	18.8	15.04	11.28	9.02	7.52	7.05	5.64	4.46	4.02
C. & N. W.	25	20.68	18.8	15.04	11.28	9.02	7.52	7.05	5.64	4.46	4.02
Illinois Railroad	25	20.68	18.8	15.04	11.28	9.02	7.90	7.38	5.92	4.70	4.23

S. P. Co.	29	7½	7½	7½	7½	7	7	6½	6½	6½
From San Francisco to Vallejo Jct.	29	22.56	19.74	15.98	11.98	9	7.99	7.52	6.02	4.25
From Chicago to Naperville	29	16	15	12	9	7	7	5	4	4
From Chicago to Mokena	30	22.56	19.74	15.98	11.98	9.58	7.99	7.52	6.02	4.25
From Chicago to Ontarioville	29	22.56	19.74	15.98	11.98	9.58	7.99	7.52	6.02	4.25
From Chicago to Turner	30	22.56	19.74	15.98	11.98	9.58	7.99	7.52	6.02	4.25
Com. max. rates for Class "B" roads	29	22.56	19.74	15.98	11.98	9.58	7.99	7.52	6.02	4.25
From San Francisco to Eckley	31	7½	7½	7½	7½	7	7	6½	6½	6½
From Chicago	31	24.44	20.68	16.92	12.69	9	8.46	7.69	6.3	4.4
From Chicago	31	16	15	12	9	7	7	5	4	4
From Chicago to Bartlett	30	22.56	19.74	15.98	11.98	9.58	7.99	7.52	6.02	4.25
From Chicago	31	22.56	19.74	15.98	11.98	9.58	7.99	7.52	6.02	4.25
Com. rates for Class "B" roads	31	24.44	20.68	16.92	12.69	10.15	8.88	8.37	6.58	4.61
From San Francisco to Post Costa	32	7½	7½	7½	7½	7	7	6½	6½	6½
From Chicago to Eola	33	24.44	20.68	16.92	12.69	9	8.46	7.69	6.3	4.4
From Chicago to New Lenox	34	20	18	15	10	7	8	7	6	4
From Chicago to Spaulding	33	24.44	20.68	16.92	12.69	10	8.46	7.69	6.3	4.4
From Chicago	33	24.44	20.68	16.92	12.69	10	8.46	7.69	6.3	4.4
Com. rates for Class "B" roads	32	24.44	20.68	16.92	12.69	10.15	8.88	8.37	6.58	4.61
From San Francisco to Martinez	35½	7½	7½	7½	7½	7	7	6½	6½	6½
From Chicago	35½	26.32	21.62	17.86	13	9	8.93	8.46	6.58	4.57
From Chicago	35½	20	18	15	10	7	8	7	6	4
From Chicago to Elgin	37	26.32	21.62	17.86	13.16	10.52	8.93	8.46	6.58	4.57
From Chicago to Geneva	35	24.44	20.68	16.92	12.69	10	8.46	7.69	6.3	4.4
Com. rates for Class "B" roads	35	24.44	20.68	16.92	12.69	10.15	8.88	8.37	6.58	4.61
From San Francisco to Avon	39½	10	10	10	10	9½	9½	6½	6½	6½
From Chicago to Aurora	38	26.32	21.62	17.86	13	9	8.93	8.46	6.58	4.57
From Chicago to Joliet	40	22	19	15	10	7	8	7	6	4
From Chicago to Alton	40	26.32	21.62	17.86	13.16	10.52	8.93	8.46	6.58	4.57
From Chicago to La Fox	40	28.2	22.56	18.8	13.5	10	9.4	8.43	6.77	4.74
Com. max. rates for Class "B" roads	40	26.32	21.62	17.86	13.16	10.52	9.4	8.88	6.91	4.77
From San Francisco to McAvoy	45½	14	14	14	14	12	12	6½	6½	6½
From Chicago to Bristol	46	29.14	23.5	18	13	9	9.64	9.4	6.96	4.91
From Chicago	46	22	19	15	11	7	9	8	6	5
From Chicago to Pingree Grove	45½	28.2	22.56	18.8	13.5	10.75	9.4	8.93	6.77	4.74
Com. max. rates for Class "B" roads	44	28.2	22.56	18.8	13.5	10	9.4	8.93	6.77	4.74
From Chicago to Elburn	45	28.2	22.56	18.8	13.5	10.9	9.87	9.40	7.10	5.00
Com. max. rates for Class "B" roads	45	28.2	22.56	18.8	13.5	13	13	6½	6½	6½
From San Francisco to Cornwell	50	15	15	15	15	10.32	9.64	9.64	7.14	5.08
From Chicago to Plano	52	30.08	24.44	18	13	9	9	8	6	5
From Chicago to Minooka	51	22	19	15	11	11	10.32	9.64	7.14	5.08
From Chicago to Hampshire	51	30.08	24.44	20	14	11	10.32	9.64	7.14	5.08
From Chicago to Maple Park	50	30.08	24.44	20	14	10	10.32	9.64	7.14	5.08
Com. max. rates for Class "B" roads	50	29.14	23.50	19.74	14.10	11.28	10.34	9.87	7.38	5.16

APPENDIX "H"—Continued.

Roads.	Destination.	Dis- tance.	1.	2.	3.	4.	5.	A.	B.	C.	D.	E.
S. P. Co.	From San Francisco to West Oakland	6	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4	4
C. B. & Q.	From Chicago to Hawthorne	6	15.04	13.16	11.28	8.40	2	5	Switching Tariff.	2	2	2
C. R. I. & P.	From Chicago to Englewood	7	15	13	11	8	6	5	5	4	3 1/2	3
C. M. & St. P.	From Chicago to Cragin	7	15	13	11	8	6	5	5	4	3 1/2	3
C. & N. W.	From Chicago to Austin	6 1/2	15	13	11	8	6	5	5	4	3 1/2	3
Illinois Railroad	Com. max. rates for Class "B" roads	6	13.16	11.28	9.40	7.52	6.01	4.93	4.46	3.95	3.43	3.08
S. P. Co.	From San Francisco to East Oakland	9	6 1/2	6 1/2	6 1/2	6 1/2	5	5	4 1/2	4 1/2	4	4
C. B. & Q.	From Chicago to Morton Park	9	15.04	13.16	11.28	8.46	2	5	Switching Tariff.	2	2	2
C. R. I. & P.	From Chicago to Auburn Park	9	15	13	11	8	6	5	5	4	3 1/2	3
C. M. & St. P.	From Chicago to Galewood	9	15	13	11	8	6	5	5	4	3 1/2	3
C. & N. W.	From Chicago to Oak Park	8 1/2	15	13	11	8	6	5	5	4	3 1/2	3
Illinois Railroad	Com. max. rates for Class "B" roads	9	15.04	13.16	11.28	8.46	6.76	5.92	5.40	4.42	3.95	3.55
S. P. Co.	From San Francisco to Fruitvale	10 1/2	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4 1/2	4	4
C. B. & Q.	From Chicago to Riverside	11	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4 1/2	4	4
C. R. I. & P.	From Chicago to Washington Heights	12	7	6	6	6	2	2	2	2	2	2
C. M. & St. P.	From Chicago to Mont Clare	10	15.04	13.16	11.28	8.46	6.76	5.64	5.17	4.23	3.76	3.46
C. & N. W.	From Chicago to Maywood	10 1/2	15.04	13.16	11.28	8.46	6.76	5.64	5.17	4.23	3.76	3.46
Illinois Railroad	Com. max. rates for Class "B" roads	10 1/2	16.92	15.04	13.16	9.40	7.52	6.91	6.39	4.94	4.18	3.76
S. P. Co.	From San Francisco to Elmhurst	14	7	7	7	7	7	7	5	5	4	4
C. B. & Q.	From Chicago to Stone Avenue	14	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4.7	4	3.59
C. R. I. & P.	From Chicago to Blue Island	16	10	9	8	7	2	2	2	2	2	2
C. M. & St. P.	From Chicago to Mannheim	14	16.92	15.04	13.16	9.4	7.52	6.58	6.11	4.7	4	3.59
C. & N. W.	From Chicago to Elmhurst	16	18.98	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
Illinois Railroad	Com. max. rates for Class "B" roads	14	16.92	15.04	13.16	9.40	7.52	6.91	6.39	4.94	4.18	3.76
S. P. Co.	From San Francisco to Lorenzo	18	8	8	8	8	7	7	5	5	4	4
C. B. & Q.	From Chicago to Clarendon Hills	18	18.8	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
C. R. I. & P.	From Chicago	18	10	9	8	7	3	3	3	3	3	3
C. M. & St. P.	From Chicago to Bensenville	17	18.8	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
C. & N. W.	From Chicago to Lombard	20	18.08	16.92	14.1	10.34	8.27	7.05	6.58	5.17	4.23	3.81
Illinois Railroad	Com. max. rates for Class "B" roads	17 1/2	18.8	16.92	14.1	10.34	8.27	7.38	6.91	5.45	4.42	3.98
S. P. Co.	From San Fran. to Alvarado Crossing	24	8	8	8	8	8	8	5	5	4	4
C. B. & Q.	From Chicago to Lisle	24	20.68	18.8	15.04	11.28	9	7.52	7.05	5.64	4.46	4.02
C. R. I. & P.	From Chicago to Tinley Park	23	13	12	10	8	5	5	5	4	4	3
C. M. & St. P.	From Chicago to Roselle	25	20.68	18.8	15.04	11.28	9.02	7.52	7.05	5.64	4.46	4.02
C. & N. W.	From Chicago to Wheaton	25	20.68	18.8	15.04	11.28	9.02	7.52	7.05	5.64	4.46	4.02
Illinois Railroad	Com. max. rates for Class "B" roads	25	20.68	18.8	15.04	11.28	9.02	7.90	7.38	5.92	4.70	4.23



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FIFTH BIENNIAL REPORT
OF THE
BUREAU OF LABOR STATISTICS
OF THE
STATE OF CALIFORNIA,
FOR THE
YEARS 1891—1892.

GEO. W. WALTZ, - - COMMISSIONER.



SACRAMENTO:
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LETTER OF TRANSMITTAL.

STATE OF CALIFORNIA,
BUREAU OF LABOR STATISTICS. }

Hon. H. H. MARKHAM, Governor of California:

SIR: I have the honor to submit herewith the Fifth Biennial Report of this Bureau, for the years 1891 and 1892.

Yours, very respectfully,

GEORGE W. WALTZ,
Commissioner.

INTRODUCTION.

The period since the last biennial report of this Bureau was made has not been marked by revolution or radical change in the situation regarding labor and the general condition of wage-earners in California. History, made up as it is from the political, religious, social, and economic conditions of mankind, finds some striking features with which to mark the close of a century. The fall of the Bastille and the French revolution left their imprint on the page of eighteenth century records, but these were mere incidents in the grand upheaval which forever established the civil rights of man.

Scarcely had the world of men and letters accepted the franchise, with its inevitable freedom of thought and expression, when another crying evil came up for settlement. Capital and labor began their contest early in this century, but the end is not yet. Both sides are well aware of their dependence upon each other, and should resort to none but conciliatory measures toward each other; but the leaders too frequently lose sight of this fact, and, blinded by self-interest to all sense of justice, disregard utterly the rights of others, and rush headlong into conflict, using the most violent means to attain their ends, often with the most deplorable results. Yet, in the main, reason rules, and the pessimist who sees this, or any other country, plunged into revolution or anarchy on account of the clashing interests between those who work and those who employ, has failed to take note of the improvement which liberal education and freedom has made in the original and sinful man. It would be a sad commentary upon the combined efforts of Christianity and science, if human nature had not been improved in all these years. Self-interest is still the motive power of humanity, but it is an enlightened self-interest—a selfishness which has intelligence enough and policy enough to look at all sides of the question.

No man can truthfully accuse capital of endeavoring to enslave the working masses; not because capital is humanitarian, but because the best interests of capital, *i. e.*, its rapid and steady increase, are best subserved by a more liberal policy. On the other hand, the intelligent and skilled laborer or mechanic does not wish to oppress and hinder the success of capital, because his only hope of remuneration for his skill depends upon the financial success of his employer. That there are differences of opinion between the employer and the employed does not argue that both are not striving for the same ultimate results. Prosperity and happiness is the watchword of both, but they look at the proposition from different standpoints. That there should be men on either side who fail to consider the rights of the other, or who are by nature troublesome and aggressive, does not necessarily prevent a peaceful and just settlement or adjustment of existing differences.

The best friends of labor believe in its organization, but there are

many who doubt the wisdom of some measures incorporated with or upheld by organization. Union rules are, on the whole, just and equitable, but the extreme of boycott and strike has many times a boomerang effect. In such cases stubbornness on either side is short-sighted, because in nine cases out of ten the causes which led to an open rupture extend far beyond the control of either party. A successful strike or boycott may suppress an evil for a short time, but it seldom, if ever, eradicates it.

The strained relations existing between labor and capital, the hostile attitude of each toward the other, is a subject that claims the attention of all thoughtful men. There is no need to recall the history of strikes to perceive its importance; it is enough that the condition of organized labor is that of nearly universal strike, while to resist its increasing demand capital has made some progress in defensive if not aggressive organization. Heretofore capital has, for the most part, relied on such concert of action, by parties immediately affected, as occasion required to resist labor demands, but it is now seen that this does not meet the case; hence, the process of compact organization has begun, with every indication that it will be extended. This is war, as real, as destructive as ever hostile armies waged. And though the contest is between parties engaged in the same pursuits, whose interests ought to be and are mutual, who are distinguished from each other only by the incidental relation of employer and employed, there exists between them a spirit of antagonism and bitterness that is anything but pleasant to contemplate. When this does not break out in violence and bloodshed, the restrained but ill-concealed anger shows that desire to strike for advantage waits only upon opportunity. That this condition of labor and capital is as unnatural as it is destructive of the common welfare, is too plain for argument; that it must be amended to avert national disaster is equally plain, and is generally admitted.

It is the special province of this Bureau to deal with facts, yet when the facts found furnish no solution of the problem presented or point to antecedent causes, then these become legitimate subjects of inquiry. The inquiry presented is: Why this ruinous contention between labor and capital? All the disputes between laborers and capitalists have reference, direct or remote, to increase or diminution of wages or of interest. The question of increasing or shortening the hours of labor is manifestly one of wages, and that of unionism is in the end one of wages. The conflict is between wages and interest, respectively represented by laborers and the owners of capital. We should marvel at this if the inquiry went no further than the mere details of local strife.

There will be no dispute that, though wages have in recent years advanced, the condition of labor, when constantly employed, is not better than it ought to be. In other words, the advance of wages has not kept pace with the laborer's rational wants in this age of unparalleled improvement in the conditions of life generally, while opportunities in proportion to the number seeking employment grow constantly less. Hence, though wages are actually higher, they are relatively lower and tend lower. It is equally true that interest is constantly falling, and that capital employed in productive industry, unless fortified by some monopoly, is exposed to fire in front and rear—on one side by the exactions of the monopolists of land, of franchises, or of patents, sometimes of all of them; on the other, by demand of organized labor for better wages. Labor is in similar straits. Capital, after satisfying the

demands of the monopolies in order to maintain interest, seeks to reduce wages, while in the rear stands the great army of unemployed unorganized labor ready to accept any wages. Hence, the conflict between labor and capital—between laborers and employers. We are thus led to make sharp contrast between capital employed in productive industry and that invested in monopolies, and to observe that just in proportion to the exaction of the monopolies is it difficult or impossible to maintain interest and lower wages. That the monopolies do exact a constantly increasing share of the product due to labor and capital is proved by the fact that while invention and division of labor have vastly increased the power of labor and capital to produce wealth, interest and wages tend constantly lower. Land, capital, and labor are the prime factors in the production of wealth, but when monopoly of land, franchises, and inventions intrude, and without performing any useful service, claims a share of the product, and with the power of the State enforces it, the struggle of labor and capital for existence begins and a conflict between them ensues.

There can be no doubt that capital hesitates to embark in manufacturing enterprises, because of unsettled conditions not only of labor but of trade itself.

Broadly speaking, this condition of unrest has its origin in Europe, where the great powers keep all of their able-bodied men under arms. This is done ostensibly to keep peace, but in reality it is to keep the balance of trade in the old, beaten channels. The whole European question is a commercial one. It is simply this: Shall the powers who have built up and enjoyed supremacy in commerce maintain it, or shall they give way to other and newer factors and allow them to compete for trade in the world's market? In other words, shall England remain mistress of the seas, or shall she divide patronage with Russia on one hand and the United States on the other? England, who has the most to lose, adroitly works upon the petty ambitions and grievances of other European nations in order to enlist them in her struggle for commercial control. When the long-expected war takes place in Europe, it will not be for territorial aggrandizement; it will simply decide who shall buy or sell without let or hindrance.

Naturally a reflex action makes itself felt in this country. It is not possible to divert labor from its proper channels without profoundly disturbing economic conditions, and this has an alarming demonstration in the distressed condition of the European working people, especially among the rural population. There is a bread famine, but not so much because the land will not produce, but because there is no one to properly cultivate it. This gives the American farmer a glorious opportunity, and if the American mechanic is wise in his generation, he will try to help the American manufacturer to get his full share of the world's trade. The tariff agitation, which forms the basis of political strife at present, keeps capital shy, but this is only a temporary embarrassment. The time has come when we as a nation should seek not only to fill home demands, but to gain some of the trade which belongs to us by right of situation and business capacity. We need not go to Europe to sell manufactured goods. The whole of South America is open to us, and when our manufacturers compete for this trade successfully, there will not be an idle workman in the country.

The hostile attitude of some of the labor unions has had much to do

with keeping money out of local manufactures. This has gone so far in some cases that it amounts to prohibition. Our laboring men have many grievances to complain of, but they should be far-seeing enough to keep capital in confidence with them. Labor-saving machinery, high fuel, high freights, high rates of money interest, and the uncertainty, or rather limitations, of trade have done more to oppress and keep the mechanic down than all the innate selfishness of capital combined. Public opinion, and legislation too, have favored the working classes, but there has been little to encourage the manufacturer. He has had to contend with sharp Eastern and European competition, backed by fashion's approval of the imported article, and it is not much wonder that corporations and real estate speculations have grown and flourished where manufacture should have gained a strong foothold.

The booming of real estate has done nearly as much harm to California as did the disastrous stock speculation in the days of mining excitement, yet no one can blame a capitalist for preferring real estate to manufacture. It pays infinitely better, is not subject to the thousand and one drawbacks which beset all kinds of manufacture. It does not have to compete with the Chinese on the one side and the Eastern tradesman on the other. As a consequence, real estate climbs higher and higher, until it has outrun the possibility of attracting the small farmer, upon whom the future welfare and population of California must depend; while trade is depressed, and too many branches of manufacture languish. Add to this suspicion and distrust between employer and employé, and a condition of affairs is reached in which there is ample room for reform.

Let the workingman remember that public opinion and law are ample to give him redress against the unjust demands of capital. Let him use his union more for educational, social, and benevolent purposes, and strive to make it so attractive as to bring into affiliation every wage-worker within reach of its influence. Let him also remember that the whole question is involved in the world's unsettled trade relations, that the employer class also suffers from this agitation, and that prudence and moderation on his side will finally win for him all that the exigencies of commerce make possible to those who follow his line of artisanship.

The line of inquiry followed in securing data for this report was determined upon with a view of obtaining reliable information regarding rates of wages, hours of labor, and other working physical, social, and financial conditions surrounding the wage-workers of the State. As a means of carrying out this purpose, schedules of questions covering a wide field of inquiry were prepared for both employer and employé, and special agents made personal canvass of industrial centers soliciting answers.

A special feature of the inquiry was an earnest effort to ascertain the exact status of working women, and it is gratifying to note that the surroundings of female wage-earners in California are far superior in point of comfort and money compensation to the condition of their sister toilers in the older communities.

There is no pinching want, nor out-at-the-elbow poverty, in California. The State is too young and the conditions too new to produce it. Nature has given an even and adjustable climate, which also makes the question of livelihood comparatively easy. Added to this is something of that chivalric spirit which characterized mining days, and a woman does not find her lines excessively hard, even if she must face the prob-

lem of bread winning. The greatest drawback to all industrial pursuits here is a limited market, which naturally curtails the possible output. It is not a question of low wages, but lack of work, and from this cause the woman must suffer equally with the man.

Manufacture, in nearly every instance, is carried on under a marked disadvantage. Not only is there competition with China and Europe, but the Eastern States are eager in their quest of Western trade, and, with their larger output and lessened cost of production, they are easily able to hold the trade balance.

This sharp competition has rather a beneficial influence on the working conditions of female operatives in manufacturing establishments. In order to do business at all, the manufacturer must take advantage of every improvement in machinery, and must have his work done under the most favorable conditions. This means clean, well-lighted, and well-ventilated workshops, and also skilled operatives. It will not pay to manufacture under any other circumstances, and, as his market is small, he must meet any improvement in his competitors' goods, either in style or workmanship, so that a skilled operator in California knows more of every branch of the business than the same class of workers would in the East, where one kind of work is performed from one year's end to the other.

Tailoring, cloakmaking, dressmaking, and even millinery work are done by the "supporter" system, and the scale of wages, shown by reference to the tables, must be understood to be earned by a worker whose skill is confined to the production of one particular part of whatever garment she assists in making. None except forewomen are expected to understand all branches of the work, and these women are paid for their skill accordingly.

The saleswomen—thanks to a vigorous crusade by Labor Commissioner Tobin—are provided with seats and allowed to sit at any time during the day when not serving a customer. There are few exceptions. A glance at the tables and summaries will show that their wages vary greatly, but it will also show that the majority of them are young women, who live with their parents, and are not wholly dependent upon their own exertions for a living. A just law of compensation practically gives the best places to those who are dependent, because that class, having the word "Want" staring them in the face, are apt to be the brightest and best workers, and are therefore entitled to the highest salaries.

The army of women engaged in domestic service are really better off than any other class of wage-earners. If competent they are assured of steady employment and good homes.

Cooks are paid from \$20 to \$50 per month; second girls, from \$15 to \$20; chambermaids from \$12 to \$20 per month. In the large hotels their wages are uniform at \$17 50 per month, but their perquisites bring this considerably higher. Waitresses and dining-room girls receive from \$15 to \$20 per month. The cooks, laundresses, and the dressmakers who go out by the day are the women who have bank accounts, and there is an astonishing number of them whose names are familiar to savings banks and investment institutions.

Outside the cities many women and children work on fruit during the busy season, but they are by no means dependent upon their earnings for support. They make extra spending money during the sum-

mer months, and the same can be said of many of those who work in canneries. In 193 establishments where women are employed, the total number of female employes being 3,752, their wages run from \$3 a week to \$250 a month. The ruling hours of labor are from 8 A. M. to 5 P. M., with one hour allowed for lunch.

In preparing the tables hereinafter used to show the rates of wages paid in various industries of the State, the use of averages has been avoided as far as possible, as being misleading and wholly unsatisfactory. The plan has been to present actual facts by setting forth the various rates of wages paid, and the number employed at each particular rate in the establishments considered. It will be seen that the divergence in rates is so great as to spread them over a wide range; not only as between varying industries, but in each separate line of business, and even in individual establishments. So wide is this divergence, that all apparent causes, such as diversity in work and in the skill of workmen, are not sufficient to satisfy the inquiring mind as to why there should be such an enormous variation in wage rates. This question opens to the theorist a fertile field for speculation.

The thousands of individual statements tabulated furnish information sufficient to show conclusively the condition of wage-workers in California at the present time, details being given as to occupation, age, sex, conjugal relations, nativity, length of time in the United States, and also in California, rates of wages, annual earnings, daily average for the three hundred and sixty-five days in the year, working hours with time allowed for the noon-day meal, number of days lost on account of sickness, lack of work, and from other causes, age at which the party commenced to work for wages, state of health then and now, number of years engaged in present employment, length of time with present employer, whether renting or owning their homes, number of rooms in house, amount paid for rent, for board, or for board and lodging, number of others supported, whether member of beneficial associations or of labor organizations, and weekly benefits received in case of sickness.

To obtain this information required persistent effort and patient inquiry, as our people have not yet been educated up to the point of freely giving personal statistical facts for public use.

Oddly enough the principal opposition encountered came from the employes themselves. Many of them are careless and indifferent about their conditions, present or prospective, and others again object unreasonably to the questions which were asked them. They were under the impression that the Bureau was prying into their private affairs, and did not seem to realize that labor legislation all over the world is based on statistics.

It is impossible to correct an abuse until it becomes known, and it can only be known by investigation and inquiry. The factory laws under which our manufacturers employ help is the direct result of Labor Bureau work, and the fact that shop girls are not obliged to stand on their feet all day is one of the good things this Bureau has done for California.

A grand total of labor legislation for the century has resulted in the abolishment of imprisonment for debt, in establishing a lien law, and in exempting the necessary tools of the mechanic from attachment; the trustee process is curtailed, coöperative banks, loan associations, and building societies are authorized; regulations for the protection of life

and health in factories are provided, and while perhaps not strictly in the line of labor legislation, educational facilities are not only broadened and made absolutely free, but the whole trend of thought among educators is to devise means of training the hand and eye in mechanical skill while imparting the necessary instruction in developing intellectual endowments. Without specific legislation nine hours have come to be a maximum day's work in most industries, while the tendency all over the world is towards a shorter working day. It is unlawful for women or minors under eighteen years of age to work more than sixty hours per week, and neither woman nor minor can be made to work between the hours of 10 o'clock at night and 6 o'clock in the morning.

The army of unemployed laborers ever present in greater or less numbers, and always the most needy subjects of the State, can be materially benefited by legislative action in providing means to assist them in obtaining employment. In another part of this report the establishment of free public employment offices is recommended, and it is earnestly hoped that the matter may receive favorable consideration.

In conclusion, I desire to make public acknowledgment of indebtedness to Deputy Charles W. Adams for faithful and untiring devotion to duty, and to special agents T. B. O'Brien for aid in important work and for data gathered, and Mrs. Frona E. Wait for valuable services and intelligent assistance in both field and office.

RECOMMENDATIONS.

FREE PUBLIC EMPLOYMENT OFFICES.

Our State Constitution declares that "government is instituted for the protection, security, and benefit of the people." The benefits of protection are secured to the people through the prevention of crime. One of the most prolific sources of crime is idleness. Enforced idleness breeds discontent, discontent induces dissipation, dissipation leads to the commission of criminal acts. Any movement toward the prevention of idleness tends to suppress vice. It is easy for humanity employed to do right; unemployed to do wrong.

It is the duty of government to afford the governed every facility for right-doing. To reduce unemployed labor to the minimum is an important step in that direction.

The legislative department of our State government can exercise its functions in no way more honorable and praiseworthy than in providing means of obtaining employment for needy but willing toilers in search of work. Men and women who are ready and anxious to work, but who have no work to do, find their privations hard enough to bear without the additional burden of being taxed for the privilege of obtaining work. Many thousands of dollars are annually drawn from those who are least able to bear the loss, as fees paid for securing employment. These *many* thousands can be saved to the worthy wage-workers of California, by the annual expenditure of a *few* thousands on the part of the State in maintaining free employment agencies at the populous centers of industry, where employers in need of help can place on record their various wants, and where our workingmen and women when not employed can obtain free and reliable information as to the character of help that is needed, and the places where employment may be secured.

Unemployed labor naturally gravitates to the cities, the number of individuals attracted being, as a rule, in proportion to the size of the city. In the largest cities, therefore, the greatest need of assistance is felt, and it is here that these agencies should be established.

As a measure designed to benefit all, and to be an absolute blessing to many, I would respectfully recommend the passage of an Act by the Legislature providing for the establishment and maintenance, under the direction of the Bureau of Labor Statistics, of a free public employment office, in all cities within the State having a population of more than twenty-five thousand. The law would be general in its application, as the offices established would be open to and intended for the use of all citizens of the State.

This Bureau would serve as a sort of clearing house, where the wants of all classes, employers and employes in all parts of the State, reported through the different offices, could be compared, and the balances of supply and demand between the various labor districts of the State could be adjusted. In addition to their duties as employment agents,

the officials in charge of these offices could render valuable services in collecting statistical data relating to the industrial interests of their respective districts, and thus greatly facilitate the work of this Bureau.

In Ohio the plan is in successful operation, and undoubtedly will be adopted by many other States. At the ninth annual convention of the National Association of Officials of Bureaus of Labor Statistics, recently held at Denver, the following resolution was adopted:

Resolved, That the Commissioners of Labor of the different States recommend to the Legislature of their different States the consideration of the advisability of creating free public employment offices, under State control and supervision.

CHINESE REGISTRATION.

The Legislature of the State, at the session of 1891, passed an Act entitled "An Act to prohibit the coming of Chinese persons into the State, whether subjects of the Chinese Empire or otherwise, and to provide for registration and certificates of residence, and determine the status of all Chinese persons now resident of this State, and fixing penalties and punishment for the violation of this Act, and providing for deportation of criminals."

This Act imposed manifold duties upon the Commissioner of the Bureau of Labor Statistics in carrying out its provisions. In an earnest endeavor to discharge these duties, I gave considerable time and attention to the preliminary measures necessary to a complete preparation for accomplishing the work contemplated. The magnitude of this work may be judged from the fact that according to the census of 1890, there were in the State 72,472 Chinese persons, distributed between the different counties as follows:

Alameda	3,311	Plumas	307
Alpine	5	Sacramento	4,371
Amador	324	San Benito	85
Butte	1,530	San Bernardino	682
Calaveras	326	San Diego	909
Colusa	924	San Francisco	25,833
Contra Costa	465	San Joaquin	1,676
Del Norte	7	San Luis Obispo	386
El Dorado	518	San Mateo	448
Fresno	2,736	Santa Barbara	581
Humboldt	19	Santa Clara	2,723
Inyo	89	Santa Cruz	785
Kern	1,124	Shasta	342
Lake	210	Sierra	488
Lassen	41	Siskiyou	1,151
Los Angeles	4,424	Solano	1,522
Marin	915	Sonoma	1,145
Mariposa	181	Stanislaus	421
Mendocino	359	Sutter	327
Merced	746	Tehama	892
Modoc	22	Trinity	554
Mono	146	Tulare	954
Monterey	1,667	Tuolumne	253
Napa	875	Ventura	451
Nevada	1,053	Yolo	604
Orange	162	Yuba	974
Placer	1,429		

All the necessary blanks were formulated. Applications, certificates, commissions, receipts, record books, etc., were prepared and arrangements were made for the selection and appointment of a large corps of deputies for duty at various points throughout the State.

Section 9 of the Act reads as follows:

"Within ninety days after the passage of this Act it shall be the duty of the Commissioner of the Bureau of Labor Statistics of this State to cause to be published in one daily or weekly newspaper, if any, of general circulation within each county of the State, for the period of one month, once each week, a notice to all Chinese persons within the State, directing and commanding all Chinese persons within this State to appear at the office of the Bureau of Labor Statistics within ninety (90) days from the date of the last publication of such notices, and apply for the certificates of residence provided for in this Act."

In compliance with the requirements of this section, I caused to be published in fifty-three newspapers, of as many different counties, the following:

NOTICE TO ALL CHINESE PERSONS WITHIN THE STATE OF CALIFORNIA.

Pursuant to an Act of the Legislature, approved March 20, 1891, all Chinese persons within the State of California are hereby directed and commanded to appear at the office of the Commissioner of the Bureau of Labor Statistics within ninety (90) days from July —, 1891, and apply for the certificate of residence provided for in said Act.

GEO. W. WALTZ,
Commissioner Bureau of Labor Statistics of the State of California.

SAN FRANCISCO, May 20, 1891.

While the preparations made for carrying out the provisions of this Act have offered to the Chinese residents every facility for a ready compliance with the law, no attempt on the part of the State has been made to enforce it. The result is that comparatively no applications have been received. Out of a possible seventy-two thousand four hundred and seventy-two only four certificates of residence have been issued.

The claims of the fifty-three newspapers for publishing notices to Chinese residents constitute an indebtedness which, for lack of funds available for the purpose, has not been liquidated. Subdivision 3 of Section 24 provides that "all claims arising out of and incident in carrying out the provisions of this Act shall be presented the same as other claims against the State, and audited and passed on by the State Board of Examiners, and paid on warrants drawn by the Controller upon the Chinese Fund."

This fund being empty, with no immediate prospect of accumulations therein, and the claims of the publishers, amounting in the aggregate to \$401 17, being long overdue, I would respectfully suggest the propriety and advisability of making special provision for the payment of these claims.

INDUSTRIES.

AGRICULTURE.

Nearly six hundred thousand persons in California, about 47 per cent of the entire population of the State, are engaged in and dependent for support upon agricultural pursuits.

While nearly every product of the soil known to civilization is grown in greater or less abundance, the most important crops are those which result from the cultivation of land to grain. Of these the crops of wheat and barley are of greatest prominence, the leading position being occupied by wheat. Of this cereal alone the annual product is sufficient to supply all the inhabitants of the State, if distributed among them, with forty-two bushels per capita; while throughout the United States the average yield is less than ten bushels to each inhabitant, although in many States agriculture engages at least 60 per cent of the population. Russia, which is our chief competitor in the European market, produces only two bushels of wheat per capita.

As only about one third of California's crop is needed to supply the requirements of her inhabitants for food and seeding purposes, there is each year an immense surplus for export. Much of this surplus is converted into flour before being sent out of the State. This and the other manipulations to which wheat is subject, including its cultivation, harvesting, transportation, warehousing, and shipping, gives employment to a vast army of men.

Wheat is therefore not only an important factor in bringing wealth into the State, but is an element which enters largely into all propositions relating to labor questions.

Wages cut a very small figure in the early efforts to grow wheat in California, which was first successfully accomplished at the Mission San Diego, in 1778. The Indian laborers worked under the direction of the padres, and were content with subsistence and absolution. The farming implements used by them in preparing the ground, sowing the seed, and harvesting the crop were few in number and of the crudest nature imaginable. A crooked stick, with one end sharpened to a point, served as a plow, with which the soil was scratched a little on the surface. Over the ground thus prepared the seed was sown broadcast by hand, and was covered by dragging a bushy sapling or pile of brush back and forth across the field. At harvest time the wheat was cut with knives and reaping hooks, a handful at a time, and bound into sheaves, which were gathered into shocks and left standing among the stubble to dry. When ready for the thrashing process the sheaves were loosened and spread upon the smooth, hard surface of a circular space, called the thrashing floor. Then the wheat was beaten with flails or trampled over by horses or cattle until the grain was separated from the straw. This grain was then tossed about in the air with wooden shovels or baskets until the lighter portions of chaff had been blown away, leaving clean wheat as the result of patient labor in the slow and laborious process employed.

Equally primitive means were resorted to in converting this wheat into flour. Smooth stones, or at best the mortar and pestle, were the implements generally used for this purpose. This method of cultivation suited the sleepy, easy-going pueblo builders, but it would never answer the purpose of the restless Aryan, who came after him, and who now tills his fields with steam engine and gang plows, which work day and night. In those days it required a dozen laborers to the acre; now the average is one man for every one hundred and thirty acres cultivated.

Even India, or the cheap labor of southern Russia, can hardly compete with our improved machinery and seaboard facilities for transportation to market. By the introduction of the header, the combined harvester and thrasher, operated either by steam or horse power, even the miserably paid ryots of India are overmatched as an element of cheapness in the cost of production. Although the charges for freight from farm to tidewater add materially to the cost, it is possible to produce wheat in our great valleys, and put it alongside ship at tidewater, for less than half a cent per pound, or 30 cents per bushel. Included in this cost is interest on the first cost of the land, taxes, interest, and machinery, and all the expenses of the entire operation, as well as the exorbitant tax caused by the practice of handling grain in sacks instead of by the elevator system. A large number of the farmers do not purchase the expensive harvesters and thrashers themselves. They are often the property of men who do the work at so much per acre, and are generally a couple of months touring a district. About 2,000 harvest hands are employed to run the 500 harvesting machines now operated during the season. Portable kitchens are among the belongings. Chinese cooks accompany the men, and the household arrangements are never disturbed by the presence of harvesters. They come and go many times without coming in contact with any member of the family in whose fields they labor.

FLOURING MILLS.

The merchant flouring mills of California have a total capacity of about 20,000 barrels of flour per day, and give employment to some 750 men, whose wages run from \$250 per month for head miller, down to \$2 50 per day for general mill hands. There are 50 mills which are considered first class because of their capacity, and in each of these there is a head miller, whose wages grade from \$250 per month down to \$125, according to the output and capacity of the mill. Strange to say, wages have not changed within the past fifteen years, and there has never been any labor trouble or organization among the men. They are a steady set, seldom, if ever, giving up their trade, and often remaining in the employ of a firm an entire lifetime. All of the large mills run continuously, using two shifts of men, but the wages do not vary for night and day work.

The following is the scale of wages generally paid to all except head millers:

Second miller.....	\$4 50 per day.	Second oilers	\$2 50 per day.
Third miller.....	4 00 per day.	Smut hands	2 50 per day.
Flour miller	4 00 per day.	Teamsters	3 00 per day.
Feeders	3 00 per day.	Foreman, delivering.....	3 00 per day.
Bolters	3 50 per day.	Helper, delivering.....	2 50 per day.
Head fireman.....	3 00 per day.	Millhands	2 50 per day.
Assistants	2 50 per day.	First engineer	150 00 per month.
Oilers	3 00 per day.	Second engineer.....	125 00 per month.

While salaries and the expense of living have not materially decreased in fifteen years, the per cent of profit has decreased at least 75 per cent; but the widened market and augmented output have made milling a profitable industry. The season of 1881-2 was the banner year for profitable milling, owing to abundant and cheap wheat and an extraordinary demand from abroad for flour. The roller process does not increase the capacity of the mill, nor can it be operated cheaper, but the increased output of high-grade flour, and the better quality produced, render this the only profitable process for California millers. The original cost of a roller mill is at least double the cost of a stone mill; it requires more men to operate it, and the saving in the cost of dressing the stones is offset by the corrugating and grinding of rollers, although the latter is done by machinery. However, roller-process flour commands a much higher price than that made by the old method, and the yield per bushel is considerably more.

Outside of San Francisco the milling interests are extensive. One of the largest mills in the State is located at South Vallejo. It started with a capacity of 150 barrels a day, and in 1864 it was increased to 650 barrels. In 1874 an additional mill was built at the same point, with a daily capacity of 800 barrels. In 1883 the mills were rebuilt and enlarged, and the French roller process introduced. One of the mills now has a capacity of 1,400 barrels per day, and the other, fitted with both stones and rollers, has a daily capacity of 800 barrels. These mills have never been closed except for repairs, and keep a corps of 200 men employed the year round. The owners started out early to supply flour for the English market, and have built up a large trade in that direction. The business was incorporated a few years ago, and a new building was erected on the opposite shore in Contra Costa County, which has room for machinery capable of turning out 6,000 barrels a day, but the demand has not made it necessary to use all this space or power.

Other towns have built mills of considerable size, notably Oakland which has two, Sacramento three, Stockton two, Los Angeles two, and Marysville one. A milling company was organized in 1887, controlling eleven mills, situated in Santa Clara, Santa Cruz, Monterey, San Benito, and San Luis Obispo Counties, which have an aggregate capacity of 2,400 barrels per day. On the 1st of September of this year (1892), a further combination was made with the Golden Gate Mill of this city, the Buckeye of Marysville, the Pioneer of Sacramento, and the Sperry Mills of Stockton. The capacity of the mills in the present combination is 6,600 barrels per day. The object of the combination is to lessen the cost of production for these interior mills, and also to control the output of flour, so that a more uniform price may be obtained. As the market now stands, there are frequent and marked fluctuations in the price of flour, while the cost of manufacture remains the same.

BEET-SUGAR MAKING.

No enterprise in California has felt the direct influence of congressional legislation more beneficially than the industry of beet-sugar making, and its necessary concomitant, sugar-beet growing. The passage of the McKinley bill, which went into effect April, 1891, and the subsequent action of Congress in allowing a bounty of 2 cents per pound on all sugar produced in the United States, have stimulated this busi-

ness into a growth equal to 300 per cent increase in two years. The output of beet sugar in the State for the year 1890 was 7,121,777 pounds; in 1891 it was 8,175,548 pounds; while for 1892 it will not be less than 29,000,000 pounds. It is safe to say that 5,000 people derive their support from the business at the present time, and the number is rapidly increasing.

Unless there should be adverse legislation, it will be but a few years until beet-sugar making will be a first-class California industry. There is still a feeling of shyness among capitalists, because of the uncertainty of politics and legislation, as it would be impossible to compete successfully with the cheaper labor of France and Germany, to say nothing of the peon labor of the Philippine Islands, unless the bounty is kept on sugar long enough to enable the industry to get fairly started.

In the fourth biennial report of this Bureau there is a complete history of the various attempts at making beet sugar in this State down to 1890, and it is not our province at this time to do more than note the changes which have taken place since then, and give the results up to date of experiments in the culture of the beet, and the process of making it into sugar.

California now has three beet-sugar factories in successful operation—one at Watsonville, in the Pajaro Valley; one at Alvarado, on San Francisco Bay; and one at Chino, in the extreme southern part of the State. The largest of these, the one at Watsonville, commenced operations four years ago with machinery sufficient to manipulate 350 tons of beets every twenty-four hours. This capacity has been greatly augmented under the stimulus given to the industry by the action of Congress in providing a bounty for home-produced sugar, and the factory can now handle 700 tons of beets daily. The average price paid for beets the present season is \$5 per ton, and already some \$300,000 in cash have been distributed among the Pajaro Valley farmers for this season's crop. About 200 farmers in the vicinity of this factory are now engaged in raising beets, to the almost entire exclusion of other crops. Some 250 laborers find employment in the factory, at wages averaging \$2 per day, while in the fields a large number of men and boys are employed during the season of cultivation at varying rates of wages. The work of thinning out the growing crop is especially adapted to give employment to boys during the months of May and June. The schools in the Pajaro Valley arrange so as to have vacation during these months, thus enabling the schoolboys to go out into the fields and each earn \$1 to \$1.50 per day by thinning beets.

The establishment of the mill at Chino was decided upon in the summer of 1890. Work was commenced at once and vigorously prosecuted. Buildings were erected costing \$200,000, machinery costing \$300,000 in Germany was put in place, and all made ready to open the campaign in 1891 as soon as the beets should be ready for delivery. By a contract of even date with that of the establishment of a factory, 2,250 acres of beets were to be grown and delivered during the first year, 4,000 the second year, and 5,000 acres the third year. The 2,250 acres of beets were duly delivered during the season of 1891, amounting to 11,770 tons, and were as promptly converted into 1,946,000 pounds of high-grade, granulated sugar. The capacity of this factory is 350 tons of beets daily, and those grown at Chino average 15 per cent saccharine matter, returning to the farmers a net income per acre so large that in

many instances the first crop of beets paid for the land upon which it was grown.

The success of last season, although the farmers knew nothing about beet growing, and there were many vexatious occurrences to contend with, was such as to greatly stimulate interest in the enterprise. Many engaged in the cultivation of beets this season, the capacity of the mills was extended, and the result has been that already during this campaign there has been an output of 5,000,000 pounds of sugar, while the factory has at least two months to run on this year's crop, and the output will reach at least 8,000,000 pounds.

The benefit that this establishment has been to the community where it is located cannot be overestimated. Chino, in this respect, is a type of what can be done elsewhere. Three years ago the site was practically an unbroken wilderness, given over to bands of cattle, horses, and sheep. Now there is a thriving community of many hundred prosperous people, with all the appurtenances of civilization in the way of churches, schools, and other social advantages. In the establishment of the enterprise, there was invested upwards of \$1,500,000, of which a large sum was paid out for labor on the ground. This season there will be paid out fully \$250,000, which will go directly into the hands of the employés of the mill and the farmers who raised the beets. There have been contracted for 30,000 tons of beets, at an average of \$5 per ton. A great many of the beet growers have harvested from 18 to 25 tons to the acre, and their profits run from \$40 to \$75 to the acre.

In the mill itself the skilled workmen are paid \$20 a week, while the average price paid to laborers is \$2 25 per day. The farmers, too, owing to the remunerative rates paid for the beets, are in return able to reward their help in a most satisfactory manner. All told, there are some 1,500 people dependent upon and deriving a comfortable support from the enterprise.

The oldest factory is the one at Alvarado. The far-reaching benefits of such an industry may be seen from the fact that in this vicinity there are at least 1,200 persons whose support is derived either directly from the mill itself or from raising beets and in the various industries incidental to such a center. Besides the consumption of 20,000 tons of beets, there are used annually 40,000 sacks, 6,000 tons of coal, 2,000 tons of lime, many hundreds of barrels and quantities of other material, in the preparation of which many persons are employed. Then the transportation of these articles to and from the mills gives profitable employment to the railroads and their army of employés. All these are in their turn consumers, and contribute to make a home market, which is the best of all markets, for the consumption of the products of American farms and factories.

Besides the three factories now in operation, others are to be started. Steps have been taken to refit the establishment at Grand Island, which, under the old law, could not be operated at a profit, while the people of Anaheim are making arrangements for the inauguration of a similar enterprise there.

The following description of the process of converting beets into sugar was published in the "Chronicle," and is the process in use at the Chino factory:

The beets, after having been gathered, are deposited in bins, from which sluices filled with running water extend to the factory. In these sluices the beets are carried into a

sloping elevator, which takes them to a tank, where they are washed clean, after which they are carried to an accumulator, in which they are weighed. Having been weighed, the beet next travels to the slicer, which is provided with sixteen right-angled shaped knives, with twenty-two V-shaped subdivisions in each knife. This cuts them into little corrugated strips about one sixth of an inch square, technically called "cossetts." If cut or ground finer they would pack in the diffusion cells, and not allow the water to percolate through them freely. The slicer discharges the cut beets directly onto the beet conveyor, which feeds the diffusion battery.

Next the sliced beets are put into the diffusion cells, of which there are twelve in number of 1,050 gallons capacity each, each with a heater having a heating surface of 40 square feet. The tops of the cells being opened, they are filled with "cossetts" or strips of beets. Hot water is then let in under pressure, which passes down through the contents of cell 1; then out at the bottom and up over into the top of cell 2 and down through its contents, and so on through the remainder. The same water passes through all the cells. By the time ten or twelve successive waters have passed through cell 1 all the sugar is extracted; its bottom is opened and the refuse removed by means of a horizontal beet conveyor, which carries it to a hopper connected with a sloping bucket elevator, which again carries it to the third floor to the pulp presses.

The juice from the diffusion battery runs into the measuring tank, which is supplied with control apparatus and an electric signal bell, and the juice then passes through the exhaust steam heaters of 400 square feet of heating surface.

The juice is heated to about 90° C. and runs by gravity to the first carbonation tank, and is treated with milk of lime and carbonic acid, and is then pumped through the first Cizek filter press. This double press, with hydraulic joints, has 320 frames, giving filter cakes of $1\frac{1}{4}$ inches in thickness, has 2,000 square feet of filtering surface and a capacity of 600 gallons of lime refuse. Beneath the presses there is located a trough for measuring the juice and sweet wash water. The juice and the first portion of this sweet water run together to another filter apparatus, subsequently described, and the last portion of the sweet water runs into the lime station and is used for slaking lime. The lime refuse falls directly from the open frames into small railroad cars, which convey it outside of the factory on an elevated trestle-work for dumping to the ground. In the meantime the juice and sweet water coming through the presses passes through two Danek filters of 300 square feet of filtering surface each, and then go through the second carbonation process. This twice saturated juice is pumped to the second Cizek press of 80 frames of the same size and surface as the first.

The filtered juice and a portion of sweet water are now pumped by a separate pump to the filter tower into the sulphur station. The juice here treated with sulphurous acid gas passes under light pressure through two Danek filters of 600 square feet of filtering surface, after which it goes to the evaporating apparatus, which consists of four pans with 1,800 square feet of heating surface each. The thick juice is now treated again with sulphurous acid, and passes through two Danek filters and is taken into one of the two vacuum pans, having a capacity of 30,000 pounds of *masse cuite*.

Exhaust steam only is used in evaporating, while both exhaust and live steam may be used in the vacuum pans.

The centrifugal machines are seven in number, on the ground floor, directly under the mixers, from which spouts lead the *masse cuite* (thick syrup) directly into them. They are made of copper, perforated on the sides, and inclosed in a stationary cast-iron casing, with a space between, and lined with a fine mesh wire screen. The centrifugal is suspended inside the casing by a shaft from above, with the bearings at the bottom; a slide is drawn above one of the machines, and the heavy *masse cuite* is allowed to run probably about 10 inches deep. The slide is closed and the machine started. In a few seconds it reaches a velocity of 950 revolutions per minute. As soon as the machine starts the *masse cuite* begins to rise on the sides by the centrifugal force until it reaches the top in a uniform lining, probably about 3 inches thick. But look! The dark brown color is changing. First there is a streak of light color, and then suddenly the whole changes to a snowy whiteness. The syrup is gone, the sugar remains. The centrifugal force has thrown the syrup and nearly all the moisture through the perforated sides, where it is caught by the iron casing and conducted to another part of the building to be boiled again later. A spray of water and bleaching fluid is then played on the white sugar. This is thrown off by the motion, the machine is stopped, and there stands the sugar, firm, white, and perfect. The operation takes about a minute.

As the sugar is brought up from the centrifugals it drops into the elevated end of a great cylinder. Here it is picked up by little shelves, and when they come round to the top, as the cylinder slowly revolves, they drop the sugar off upon the inner warm cylinder, which dries it, and it falls off to be picked up by other shelves and carried up again. As the cylinder stands sloping, the dry sugar works down toward the far open end. This end terminates in a run of fine brass wire, next to which is one of a coarser mesh. All the fine-grained sugar, comprising a great deal of it, now entirely dry, falls through the fine wire and goes down a chute into barrels or bags in the shipping-room below.

In an analysis of soils especially adapted to beet culture, Prof. E. W. Hilgard, of the State University, comes to the following conclusion:

"Within the limits of Alameda and Santa Clara Counties, being within reach of the bay and city of San Francisco, there is an area of

about 380,000 acres, of which at least one half is well suited to beet culture, and each acre of which can readily produce 2,000 pounds of refined sugar. This excludes the heavy adobe, saline, and very gravelly lands, and gives for these two counties alone the enormous possible production of 760,000,000 pounds. The Coast Range valleys alone could quadruple this production, and at least the middle and northern portion of the Sacramento Valley can also be counted as a beet grower."

Referring to the soil in the Pajaro Valley, Monterey County, the Secretary of the Western Beet Sugar Company says:

"We possess a natural beet soil, deep, loamy, rich, and in the valley inexhaustible, as it is enriched every few years by a sedimentary deposit left by the overflow of the river. Land not overflowed will in time be impoverished, but some of our land has been in cultivation for thirty years, and the crop is still undiminished. Deterioration is very slow, due partly to climate and partly to the fact that during our mild winters an enormous volunteer growth springs up, which, when plowed under, helps to enrich and build up the physical state of the soil. There was raised on one patch in 1888, 100 tons of beets, averaging $2\frac{1}{2}$ pounds in weight and 20 per cent of sugar, with a coefficient purity of 87 per cent. The highest yield so far has been from 10 acres, which averaged within a small fraction of 27 tons of beets and nearly $4\frac{1}{2}$ tons of sugar per acre.

"We have a natural beet climate. The winter rains end in February or March, and with the exception of a few showers in April or May, no more rain falls until November. The temperature is admirably adapted to beet culture, furnishing to perfection the three periods necessary for germination, growth, and formation of sugar. The soil is warm and moist in April and May, hot and moist in June and July, and hot and dry in August and September. The sun shines almost uninterruptedly throughout the season, and to the kindly influence of its rays, together with the absence of rain during growth and maturity, we owe the superior saccharine percentage and coefficient purity of our beets."

"I am getting to be an old man," said Mr. Claus Spreckels in a recent interview on the beet-sugar question, "and am beginning to feel that I have done pretty nearly my share of work; but by and by, in only a few years, and I hope to live to see the time, the people of California will realize how much there was in what I said when I told them that the growing of beets for sugar making would be the salvation of the farmers of this coast. Let them grow the beets, sell them, feed the pulp to cattle, fertilize the land with the refuse lime, and see whether farms that now pay nothing in grain will not give their owners a more than fair return for energy and labor invested. After awhile I want to get the farmers to own the beet factories, and make their own sugar. I want them to do as they do in Germany. Let them send their boys to the refiners to learn the trade of sugar making. Let them give their children a lesson in industry, and give them at the same time better health by working a few hours a day in the beet fields during the month the weeding is done. Let them share among themselves the residue from the refineries, and if they work one half as hard in the future as they have done in the past, the result can only be prosperity. Finally, let me add that if the tariff is let alone as it now is, in five years the United States will be exporting sugar instead of importing it."

There is no danger that the sugar industry will be overdone for years

to come. The United States consumes about 3,000,000,000 pounds of sugar, worth in its crude state \$150,000,000. To produce this sugar from beets would require about 1,000,000 acres of land and hundreds of factories. This would give employment to thousands of men, and would curtail our annual expenditures over \$100,000,000. If this enormous saving were to accrue under a joint-stock system, as has already been proposed in the Cahuenga Valley, a large percentage would go directly to the farmer who grew the beets, as well as to other industrial classes. At present the machinery used in the factories is brought from Germany and the skilled workmen to operate it are also importations, but it will not be many years before the ingenious American inventor will be giving both Germany and France many new points about labor saving in beet-sugar making.

THE LEATHER INDUSTRY.

The output of California leather is more than a million sides per annum of sole, harness, skirting, and buff, all of which is oak tanned. Its preparation is carried on in 40 tanneries, located in different parts of the State, and gives employment to 1,380 men, whose wages range from \$1 to \$3 50 per day. A still greater number of men are employed in the woods gathering tan bark, which costs the tanner from \$15 to \$18 per cord, while his West Virginia and Pennsylvania competitors pay from \$5 to \$8 for the same quantity. Remoteness from transportation facilities has much to do with the difference in price of tan bark here and in other States; but this has been partially remedied by the establishment of a bark extract works in the State of Washington by an enterprising company of San Francisco tanners and leather dealers, who ship the entire product of the works to California to be used by the leather makers.

The comparative dullness in the boot and shoe business, and the labor troubles combined, have a tendency to lessen the local demand for leather, but the receipts in San Francisco continue to increase year after year. Of the sole leather produced, fully 75 per cent is shipped to the Atlantic States. In round numbers, 5,300,000 pounds were disposed of in this way in 1891, an increase of 300,000 pounds over 1890, and this year the gain will be still greater. The leather used by the boot and shoe manufacturers is derived principally from hides tanned in the neighborhood of San Francisco. Prices heretofore obtained on the Atlantic Coast, where most of the boot and shoe manufacturing is done, have been such as to allow California tanners a small margin of profit, but competition is growing brisk and it is incumbent upon the tanners not only to obtain their hides at prices commensurate with those of their Eastern competitors, where labor, hides, and bark are cheaper, but there must be more attention paid to scientific methods of skinning and curing. So far leather manufactured in California compares favorably with the Eastern article, but the coast tanners look forward to the time when our butchers will skin and cure as they do elsewhere, and they are at all times willing to pay 5 per cent more for what hides they buy than the butcher would net by exporting them.

Following are the receipts of hides for the last two years:

1890.....	262,496 hides.
1891.....	295,682 hides.

The receipts of leather for the same period were as follows:

1890.....	35,540 rolls.
1891.....	37,593 rolls.

BOOTS AND SHOES.

The volume of trade in boots and shoes, leather and hides all increased considerably during 1890; but on account of the low price of hides, the value was such as to make it appear like retrogression. In 1889 a new feature was added to outside competition in boots and shoes, when importations by sea, through Canadian Pacific connections, amounted to 24,891 cases, while in 1890 there were but 6,049 cases brought in by sea.

There was sharp competition between the Eastern and home manufactured shoes in 1890, and prices were very low, but there was a good volume of trade. The business of the year 1891 was not so brisk, but it is estimated that this year's business will be somewhat better. At best, present manufacture of boots and shoes is only about 75 per cent of the value of that of 1887-8. Population has increased sufficiently in that time to bring this down to 60 per cent in money value, but there has undoubtedly been an increase in the number of pairs made. Since 1889 Eastern competitors have overrun the country.

Six or eight years ago all sole leather made here was manufactured into shoes at home factories; now a great portion of it goes East, including the amount of increased production. The shoe business should have grown with this increase. It has not, but this is not due to Chinese competition, so often alleged, as statistics show a corresponding decrease in Chinese production. They, too, have had to compete with cheap Eastern-made shoes. The adoption of the Dangola process of tanning leather, which is largely supplementing French kid dressing, has had a tendency to cheapen the price of staple goods. A skin dressed by the Dangola process is worth from 14 to 40 cents per foot, and this enables a manufacturer to sell his shoes at from \$24 to \$36 per dozen. French dressed skins are worth 50 cents a foot, and when made into shoes the product is valued at from \$48 to \$54 per dozen. The same conditions hold good with staple men's shoes. In former years men's kip, topped boots were worth \$66 per dozen, now they are valued at \$40, and the miners, teamsters, and tanners, as well as farmers, wear shoes of which at least three pairs can be made from the same amount of leather as is required for one pair of high-topped boots.

Improved machinery increases the output in volume, but diminishes the value from 10 to 15 per cent.

The imports by sea are steadily decreasing, and it is thought that there will be a healthy reaction in favor of California-made shoes in Oregon and Washington. There is no question as to better values when Eastern and California shoes come into competition, and our northern neighbors are learning that it is cheaper in the end to buy a better quality of shoe. Of exports to other countries the same can hardly be said, as there has been a considerable decrease in the volume and value this year.

The following are the exports for the past two years:

	Pairs.	Value.
July 1, 1890, to June 30, 1891 -----	63,254	\$129,618 00
July 1, 1891, to June 30, 1892 -----	44,777	92,294 00

There are 14 shoe factories in San Francisco, and these employ about 1,400 operatives, 450 of whom are women and girls, while the remainder are men. The men earn from \$1 to \$4 per day, while the women earn from \$4 50 to \$12 per week. Besides this, there are about 700 Chinese engaged in shoe making, but they have separate factories and do not make successful headway in attempting to produce fine work. Some of their factories are provided with improved machinery, and are apparently run upon the same rules as those of white men.

It is claimed that 800 of the white shoemakers are members of the Boot and Shoemakers' White Labor League, and that 300 of the girl shoefitters belong to the Shoefitters' Union. Outside of the union there are several hundred operatives and about 600 custom workers. The latter work by the week and are paid according to skill and experience. Their wages run from \$8 to \$25 per week. Repairing is a separate branch, and this Bureau has not been able to gather any information either as to numbers or wages paid.

The past two years have witnessed boycotts, strikes, and lockouts in the shoe manufactories, but at present all differences are adjusted, and it is to be hoped that peace may continue, since trouble means still greater loss of trade and greater importations of Eastern-made goods, to say nothing of the distress entailed upon the employés themselves.

On April 4, 1891, a strike took place in Buckingham & Hecht's factory, and resulted in the Manufacturers' Association, which had but recently organized, issuing the following:

OFFICE OF THE BOOT AND SHOE MANUFACTURERS' ASSOCIATION, }
SAN FRANCISCO, April 4, 1891. }

Being officially informed of the strike existing in the factory of Buckingham & Hecht, which, under our rules, demands our coöperation; be it therefore

Resolved, That unless the difficulty is amicably settled by Saturday night, April 11th, all the factories controlled by this association will immediately suspend operations for an indefinite period.

CAHN, NICKELSBURG & CO.
ROSENTHAL, FEDER & CO.
PORTER, SLESSINGER & CO.
BUCKINGHAM & HECHT.

This threatened to throw out of work 1,100 persons. The lockout did take place on Monday, April 14th, when 750 men and 350 women and girls, including those in the factory of Hecht Bros., found themselves out of employment. The lockout was intended to last till the Shoemakers' League put an end to the strike at Hecht's establishment.

The manufacturers thought that a better time for these troubles could hardly have happened, as business was backward, collections light, and they carried a stock sufficient to last twenty days. As regards business it was said that frequently where a \$1,000 order was expected not more than a \$500 one came to hand.

The trouble was settled the third week in April. The terms were that

the association would properly recognize the league. No obstacles were to be placed in the way of men joining, and there would be no prejudice against workers because they belong to the league. That shop committees would be recognized, and the collection of dues and assessments allowed. Differences existing and hereafter arising would be settled by arbitration. The arbitration committee would consist of two members of the association, two of the league, and, in the event of a tie vote, these four to choose a fifth and disinterested party.

There was a pretty fair trade in a portion of April and May, but June was dull. In July the firm of Louis Murr & Co. removed from this city to Vermont on account, as they claimed, of the strikes. Early in August there was a rumor of Buckingham, Hecht & Co. being willing to sell out, but it proved to be without foundation. July was a quiet month, but in August there was a fair business done. A strike occurred in the United Workingmen's factory early in September, and in that of Jones & Granville, where it was claimed that there was a reduction of 15 to 40 per cent in wages. This, however, was denied. The strike with the United Workingmen dragged along during the fall.

Early in the present year the differences between employer and employé embarrassed the trade very much. A committee of the Boot and Shoe Manufacturers' Association reported that in the matter of the alleged reduction at the factory of Cahn, Nickelsburg & Co., they found that with the machines now provided an operator can earn in forty-eight minutes, at 20 cents per dozen for linings, 1 cent more than the operator could earn in sixty minutes when paid 24 cents per dozen. This was the bone of contention between the Girl Shoefitters' Union and Cahn, Nickelsburg & Co., and it was finally resolved by the members of the association to discharge all of their operatives affiliated with the Federated Trades, unless the boycott on Cahn, Nickelsburg & Co. was raised. This ended in the shoemakers in these factories being themselves discharged from the union.

GLOVES.

The glovemakers are probably the happiest and most prosperous of all the leather workers in California, although the glove trade has suffered in proportion to the other industries from competition and loss of patronage. There are but two small factories where ladies' fine gloves are made, and one where driving gloves for women form about 25 per cent of the factory's output. These employ 46 men and 74 women, of whom 6 men and 14 women make fine gloves. Of the remaining 1,000 glovemakers, there are 60 per cent women, and these work almost exclusively upon men's wear. The men's wages range from \$2 to \$3 per day, the hours of labor being from 7 A. M. to 5:30 P. M., except on Saturday, when they work eight hours. The skilled workmen are able to earn \$24 per week, while the women make from \$12 to \$18. The women operatives work by the piece, and their average wages are \$9. Their working hours are from 8 A. M. to 5 P. M., but, as a matter of fact, they come and go without let or hindrance, and seldom, if ever, work full hours. There is no union among the glovemakers. They are an industrious and saving class, and the employers make a scale of wages which is satisfactory to all classes of workmen, and everything runs smoothly. The only drawback to the prosperity of the nine factories and their employés is dull business and occasional lack of employment.

FURNITURE MANUFACTURE.

Before the completion of the Central Pacific Railroad, in 1869, furniture manufacturing was carried on in a primitive and desultory way. There were no cabinet-makers, in the true sense of the word, and no skill demanded beyond the skill of a carpenter or joiner. The Spanish and Mexican inhabitants required nothing save the simplest household goods, and the typical miner did not concern himself beyond the barest necessities. Pans and rockers were of greater moment to him than bedsteads and sofas, and it was well that it was so, because of the absence of any native woods which could have been fashioned into fine or durable furniture.

When the railroad made the importation of hard woods possible, the industry took a new lease of life. Several firms with large plants and facilities sprang up and flourished for a time. San Francisco was the general supply and distributing point for the whole Northwest. The entire coast was filling up rapidly, and there was a brisk demand and quick returns. The most profitable time was when the brisk demand was for cheap, pine furniture. This brought the trade down well into the seventies, and then there was a perceptible and growing demand for hard-wood furniture and finish, which required skilled labor and imported woods.

Furniture making under these conditions still flourished until competing railroads cut off both the northern and southern markets, and San Francisco found herself limited to home demands.

To manufacture cheaply, each style must be produced in large quantities, thereby diminishing the cost of first-class designing. It is impossible to dispose of a large quantity of one pattern or design with our sparse population, and there is no future for the furniture manufacturers except as population increases. The trade one firm has now is at the expense of his neighbor. There are no new fields for enterprise, and the consequence is that competition amongst manufacturers is very sharp.

Within the past year one large firm has gone out of business, and all of the factories are running with reduced forces of men, and are unable to keep even these busy the entire year.

In the East, with the whole United States for a market, with hard wood, mirror plate, and upholstery stuffs abundant and cheap, with great facilities and cheap labor, all classes of household furniture can be made very much cheaper than it can be manufactured here. The large Eastern houses employ the best designers at good salaries, and there is an added stimulus in the various prizes offered for the best original designs, not alone by the manufacturers themselves, but by technical schools of design and associated artists. No matter how expensive the original design, the stock is cut in lots of one thousand or more, and the expense chargeable against each piece is nominal. Another item is the waste lumber which the California furniture-maker must not only purchase in stock, but must also pay freight on. His Eastern competitor has no waste lumber, no freight to pay, and can easily outdo the Western manufacturer.

There are about 500 furniture workers in California, 350 of whom belong to a union, which is amalgamated with the International Furniture Workers' Union of America. Nine hours constitute a day's work, and the wages run from \$2 25 to \$3 50 per day.

Replying to queries made by a special agent of this Bureau, Mr. H. Euler, of the firm of H. Euler & Co., manufacturers of furniture and all kinds of cabinet work, says:

"The reason we cannot compete with the Eastern manufacturer is because we have shorter hours at higher wages, and also the discrimination of freight rates. The Eastern cabinet-maker works from ten to twelve hours per day, while our working hours are from 7:30 A. M. to 5 P. M., with thirty minutes allowed for the noonday meal. We pay freight on mirror plate at the rate of \$3 30 per hundred weight; on hard wood, \$4 20 per hundred weight; on lumber, \$1 per hundred weight, and miscellaneous materials, \$2 35; carloads of cheap bedroom sets, with all of these articles included, are rated at \$1 25 per hundred weight, with a minimum weight of 20,000 pounds. With such discrimination against us, it is only a question of a few years until we will be compelled to close our factories. Three years ago we employed 70 men, while now we have scarcely work enough for our present force of 26 men."

Speaking on the same subject, Mr. A. Frei, one of the oldest manufacturers in the State, says:

"Since the reduction of freight on finished furniture by the transcontinental roads, we have lost nearly all of our outside trade, while the cost of local distribution has not been changed. Last year we employed 60 persons; now we require 19, and the outlook is that we will have to suspend business. We have been manufacturing furniture since 1862, and have always continued steadily at work until this year (1892), when we have been idle one month already, and this is only the beginning of May."

In answer to an inquiry as to what he considered the greatest drawback to the prosperity of the furniture-makers, Secretary T. E. Hampton, of Union No. 15, says:

"Although living and rents are high, there would be nothing in the way of our prosperity if we could have *steady employment*. We cannot blame our employers for this. It must be caused by the railroads being more favorable to the handling of manufactured goods than of rough materials. It is said that manufacturers here cannot compete with Eastern goods outside of San Francisco, and not even here to advantage. This cannot be wholly due to a difference in wages, as many of our members have worked both by the day and piece in Eastern factories at as high wages as are paid here."

Charles M. Plum, President of the C. M. Plum Upholstery Company, in answer to our inquiries, says:

"In our business of furniture making we are paying higher wages generally than the trades unions demand, but we also discriminate between experienced and that of unskilled labor, and we believe that a close inspection of our methods will convince any fair-minded agitator of the labor question that the arbitrary rulings of the unions are in many instances the defeat of the object which they have in view. The great cause of the falling off of mechanical pursuits in California at present is due largely to the fact that the Eastern manufacturers, having increased their facilities for producing goods, can deliver them in San Francisco at prices far below what can be afforded by our home factories, and there are instances with us where the labor alone on a piece of furniture equals or exceeds the price of the article sent from the East and freighted here. This fact stands in the way of all our

factories in every pursuit, and will not be overcome until capital can be induced to invest in the enterprise on this coast, and a fair and equitable adjustment of the value of skilled labor can be obtained. One of the great evils of the day throughout all countries is the fact that skilled workmen are becoming less numerous, for the reason that there is no longer an apprentice system, and boys grow up in idleness until they are driven to labor for a livelihood, and then it is too late to make good mechanics of them."

There is considerable diversity of opinion among the rattan furniture manufacturers as to trade outlook, although all admit that there is a gradual increase in volume. Toledo, Milwaukee, and Chicago are large distributing centers for rattan furniture, but San Francisco has thus far held its own with an annual output of \$400,000, one half of which is used in the city. As a matter of fact, this should be an entry port for tea, silk, and rattan, which are brought in such large quantities from China, Japan, and India, but because of freight rates it is not so, and when the rattan is once landed it is at least 25 per cent cheaper to manufacture it in the East, where steam power, rents, and labor are so much cheaper. Like all local manufacturers, the rattan workers must change patterns and create new designs continually, in order to hold their trade, and for small quantities this is an expensive item.

Mr. George Ayscough, of Ayscough Bros., rattan manufacturers, says: "In most of the firms, although the trade is increasing, it is found necessary to cut wages, because of Chinese competition in all styles of rattan chairs. The California chair is framed in hard wood, while the Chinese chair is framed in bamboo, which cannot be nailed as can the hard-wood frames. These chairs can be bought in China for \$1 each, while to produce that same style here the manufacturer is compelled to pay a journeyman \$2 50 for labor alone. The importers sell a China chair for \$4 50 to \$5, and as the local manufacturer has little or no trade outside the State limits, it is obvious that the China-imported chair will in time drive out local workers." He is of the opinion that the present tariff does not afford sufficient protection against the Chinese, but thinks local manufacturers can compete with Eastern work successfully.

INVESTIGATION.

LABOR AND CAPITAL.

We cannot overlook the fact that at the present time the relations subsisting between capitalists and laborers are those of war, of intense conflict of interests. Whatever the speculations or conclusions of philosophers and political economists to the effect that this is an unnatural relation, a passing incident in the headlong pace of modern development of natural resources and in the production of wealth, the unpleasant fact confronts us now, and persists in claiming recognition with increasing intensity.

With a view of obtaining useful information touching this important matter, a number of representative men on both sides of the question, in the month of May, 1892, were cited to appear before the Commissioner and give testimony in the matter of an investigation into the condition of labor and capital in their present relations to each other in California, with special reference to:

First—The origin, aims, and objects of certain organizations representing capital and labor, respectively.

Second—The nature of complaints, abuses, and grievances that come within the province of these organizations for hearing.

Third—The methods employed in determining a wrong and obtaining redress.

Fourth—The causes which engendered hostility and led up to the present antagonistic attitude of the respective parties toward each other.

Fifth—The character and magnitude of the differences comprising the real issues between them.

Sixth—The possibilities in regard to finding a remedy and restoring harmonious relations between employer and employed.

This action brought together the officers of both the employers' and the labor organizations, and upon consulting together, it was agreed that Mr. George C. Williams, Assistant Secretary of the Manufacturers' and Employers' Association, should conduct the examination on behalf of capital, and Mr. M. McGlynn, of the Typographical Union, on behalf of labor. Subpœnas were issued and served on the officers and other representative men of both organizations and of several trades. The examination was begun on June 10th, and continued at intervals until July 11th, during which time about sixty witnesses were examined.

The inquiry in respect of the organizations, of complaints and abuses, and of modes of redress may be regarded as fairly successful, but as to causes of the hostile attitude of labor and capital toward each other and the remedy, there is little testimony, none that is satisfactory. This is not surprising. Men engaged in strife do not pay much heed to how it happened or how it may be avoided; their chief concern is how to win the present contest. Narrowed into an inquiry as to the cause and cure for the present hostile attitude of capital and labor toward each other,

the subject may be pursued further with profit. A solution, somehow, some time must be reached.

The Board of Manufacturers and Employers in California was organized to meet and check aggression of the federated labor unions. Its policy appears from the testimony to be almost wholly defensive. It kept no boycott-list, no black-list. It has never encountered the question of wages; has had mostly to deal with boycotts; was organized in August, 1891; is not a secret organization, though the press is sometimes excluded from its meetings.

The Council of Federated Trades was devised for the purpose of unifying the trades unions of the Pacific Coast, beginning in January, 1886. It is now composed of delegates from the unions of this city, and in the central authority has held open sessions since early in 1889; does not limit its work to trade matters, but takes part in agitation for legislation on various labor matters, and has distributed tons of literature.

The leading facts shown by the testimony are:

That the trades unions are organized for the purpose of shortening the hours of labor, resisting the downward tendency of wages, and to improve generally the wage-worker's condition.

That there is no lack of room for improvement in all these respects.

That there is no present nor concealed purpose to make undue aggressive demands upon employers.

That it has in most cases proved easier to adjust disputes about wages than it was those arising out of other matters.

That the unjust interference and "tyranny of labor unions" complained of by employers has always been the result of abuse of the declared principles of the unions.

That there has been some advance in wages and a marked improvement in other respects, notably among the coast seamen and brewers, the direct result of their organizations.

That making all due allowance for the better understanding of respective rights and duties reached by the contending parties, and also due allowance for improved conditions of labor in certain trades, the struggle of both labor and capital for existence remains slightly ameliorated but not substantially abated.

Whoever reads the testimony will perceive that some evils peculiar to one or more trades, and some common to all, had grown to be unbearable; that to remedy these the unions were organized, and afterward the federation of unions; that, not content with a measure of relief consistent with the struggle for existence, in which both labor and capital are bound, the unions moved on in a blundering way to assert rights consistent only with freer conditions, and thus threatened the extinction of capital. Thus, laborers were overworked and underpaid. They obtain relief in more wages or in shorter hours, or in both—a fairer division with capital of the joint product. But when the unions arbitrarily prescribed a network of rules, incompatible with the exigencies of business, they passed at the same time the limit of their usefulness and the power to enforce their demands. Service for wages is the performance of a personal contract, and that measure of union interference which enables a workman to hold his place by virtue of his standing in his union, rather than by a conscientious performance of his contract, and in defiance of the will of the employer, has proved intolerable. It has seriously impaired the power of the unions.

One steady purpose of the unions has been to force all workmen into membership. This end justified any means, and hence the war upon non-unionists raged fiercer even than against employers. That this could be only partially successful is obvious. The unions lacked inducement; there was a limit to their usefulness. They could raise wages, or they could hold in check, for a time, the downward tendency; they could otherwise improve conditions, but one essential thing they lacked: they could not make employment that was only sufficient for one hundred men furnish places for a greater and constantly increasing number. When, in the attempt to accomplish this they resorted to the most stringent reductions of hours that they could enforce, they found the solution of the difficulty as far off as ever, and the attempt to patch it up by rotation created friction all around. Little wonder that workmen would not all join the unions.

The present situation of labor and capital may be likened to that of contending forces resting on their arms, each side measurably content with the situation, yet ready to renew the conflict at the first disturbance of the *statu quo*. There never was a more propitious time for them to cease entirely their contention and turn their united efforts to the extirpation of their common enemy—monopoly.

TESTIMONY

TAKEN AT AN INVESTIGATION INTO THE RELATIONS EXISTING
BETWEEN LABOR AND CAPITAL IN CALIFORNIA.

BUREAU OF LABOR STATISTICS, }
June 10, 1892. }

MR. GEO. C. WILLIAMS, Assistant Secretary of the Manufacturers' and Employers' Association, appeared to conduct the examination in behalf of *Capital*; and

MR. M. MCGLYNN, of the Typographical Union, on behalf of *Labor*.

EXAMINATION WITH RESPECT TO THE CONDITION OF LABOR
AND CAPITAL GENERALLY.

TESTIMONY OF SIEGFRIED NICKELSBURG.

Sworn. Examined by MR. WILLIAMS.

I am one of the Directors and Treasurer of the Board of Manufacturers and Employers of California; have been identified with the association ever since it started. This book [Exhibit A] is an official publication of its declaration of principles, the only one it has ever published, and is followed by the constitution. There is no provision for suspending or expelling members except for non-payment of dues. It is entirely a voluntary organization. No money has ever been raised other than the collection of monthly dues. The organization embraces all lines of trade; there are sub-organizations in the particular trades. I presume Article VII is held to mean that the body cannot take notice of any difficulty, strike, or boycott, until requested by the trade involved; it never has done so. The sub-organizations have power to settle their own matters, and the Manufacturers and Employers have power to act only when requested by the sub-organization, and has no power to compel obedience. The sub-organizations are entirely independent of the Manufacturers and Employers. I do not suppose the Manufacturers' and Employers' Association could lower wages below the national standard; the question has never been raised. The Board has never prepared nor issued any black-list. The Directors receive no pay; pay their dues, as other members.

Cross-examined by MR. MCGLYNN:

Am one of the original members of the Board; don't remember who issued the call for the first meeting; my name appeared among the rest; was chartered August, 1891. Any employer is qualified for membership, and the number is not limited. A suspended member is barred from any

benefits of the association. There is no power to increase monthly dues except by constitutional amendment. No member has been suspended. The reason of the provision that no member shall withdraw until sixty days after his resignation is filed, is that one does not want them to withdraw while others may be in trouble. The association has no black-list; keeps no record of employés. This [Exhibit B] is an official document; was present when the Directors ordered it issued; don't remember that any other document was issued with it. The association does not approve of boycotts of any kind; I don't know that it has threatened to boycott anybody.

"Watch your employés, but discharge boycotters," is a request, you might call it an official request, by the Board of Directors. A refusal to obey would not make the member liable to suspension, and he might remain a member in good standing. The association has not to my knowledge sent out any specified names of workmen to be discharged. The association has no objection to trade organizations. What it does object to is unreasonable, aggressive demands, boycotting among others, and interfering with people's business, walking people's factories without authority, talking to the men and threatening to have them discharged if they did not pay their dues, and interfering with a man's business in general, in dictating how to run the factories. The question of wages has never been raised in the Manufacturers' Association. The matter of trades-unionism has always been handled by the sub-organizations, so that has never come before the Manufacturers at all; no special provision has been made for meeting a case of that kind. If a trade could not handle its matters, and would call on the general association to try to adjust the matter by arbitration or otherwise, it would be their duty to do it. It has never meddled with the subject of wages. Cases have been reported from the Eastern States, numerous ones, of walking delegates bribed to boycott our trades, and walking delegates exacting bribes for immunities from boycott, but no like case has occurred in this State that I know of.

Our organization has its meetings in secret, although not strictly so; sometimes outsiders are admitted; persons having business may come; we have private business, but it is not a secret organization; sometimes we exclude the press. There is no rule in regard to the matter, but as a general thing the press are not present at meetings of the Board; the association has no other object than defense in labor troubles, and takes no part in public questions outside of those affecting them as employers. There never has been any notice taken of the difficulties of employers who are not members. To my knowledge no solicitation has ever been given to a firm, while such firm was in trouble, to get them to join the organization for the purpose of having strength to fight the trouble. I don't suppose Mr. Williams would have the discretion to use the association's name in matters of that kind, unless it was brought up before the Board, and such a thing was thought proper. Mr. Williams is an employé of the association, and not a member. Under some circumstances a person not a member might be permitted to enjoy the protection of the association. That matter, however, has never been discussed, and I don't know what we might do. I don't see anything to prevent our extending aid to non-members if we wished; it is not a practice we would encourage, as I think employers should take interest enough to join us if they wish to have any assistance.

Could not tell you the present membership of the association. Consider that the association offers benefits to employers; as to people not members being permitted to share those benefits, I am not very strict in regard to that; any employer would have my sympathy, at least. I don't know what the organization might do as to having the sympathy or practical benefits of the organization. As to the mode of procedure of the association towards a trade that is in trouble, we have never had anything of that kind come up yet; the "Abend Post" matter is the only thing that has come before us. I am a member of the Board of Directors. [A paper was here shown witness.] That paper is signed by Mr. Williams; I don't think that it is an official act of the Board of Directors; I don't think that it came before the Board; I was not present at the time if it did, and it has never come to my notice before; I have never heard of any such proceedings as the official acts of the association. The gentleman whose name is signed as authority for that may have been given discretion in the matter by the Board, but not to my knowledge; and if such discretion had been given I would be likely to know, but still I might not. Mr. Williams has never used the Board, and never been brought before the Board to be disciplined at all; he has discretionary power, and he might be authorized to use the name of the association in such matters by one of the trustees; one trustee could do that, although I don't know whether he has power according to the constitution; I don't think that one member could, according to the constitution; it would require a quorum. I know of several meetings of the Board of Directors at which I was not present; I could not remember now any members who were present at that meeting; I never saw the letter referred to before; I don't know but what I may have heard of it after it was sent; I may have heard the matter discussed afterwards; the minutes would show whether the Board of Directors gave authority in that matter. I do not know of a similar letter being sent to Philip Kennedy & Co., though there may have been. I don't remember that there was any authority given for such a letter being sent.

[The letter referred to, and shown the witness, is marked Exhibit C.]

TESTIMONY OF OSCAR LEWIS.

Sworn. Examined by MR. WILLIAMS.

Am a member of the Board of Directors of the Employers' Association; Chairman of the Executive Committee; been identified with it ever since it started; it has no other constitution or law than "Exhibit A." I know of no way to discipline members who refuse to obey orders of the Board. It is entirely a voluntary association. An honorable man, if he wished to withdraw, would do so under the conditions agreed to when he joined; we have no power to bind him. I belong to the iron trade. Know of no instance where the association has had to compel obedience. The sub-associations as such do not elect members of the Board of Directors of the Board of Manufacturers. I know of no official black-list, nor that any has been prepared. No member of the association has ever asked to be discharged that I know of. The paper marked "Exhibit B" was issued officially by the Manufacturers; was addressed to the general public, and has no more binding force on the members than on the public.

Cross-examined by MR. MCGLYNN.

Our association most decidedly approves of this method of stopping a boycott, when they are boycotting members of our association. The names of persons in a similar case, as specified in this paper, are not kept on record. There is no request nor any provision in the Manufacturers' Association debarring such persons from such employment; they are not noted, and we have no boycott-list and no black-list. I don't think at this time of any letter or any request from the association similar to this in other cases; I don't remember that there has ever been such a request sent in any particular case. George C. Williams is Assistant Secretary of the association, and Mr. Rollins is the Secretary. Mr. Williams is given authority to sign as Secretary by the Board. Mr. Rollins signs as Secretary, and Mr. Williams signs as Assistant Secretary, I think; I don't know that the Board has ever taken any express action in the matter of recommending that employes discharged for boycotting be not given future employment.

I have never known of the association threatening a trade with trouble if it did not cease from aiding a trade in trouble. I presume that the reference in this circular concerning walking delegates was taken from the report of some matter that took place in the East; I don't know of any special case of that character on this coast. It has been reported, in regard to this clerk's boycott, that the parties who were doing it were doing it in the interest of Louisville houses. I think that report was made at a meeting of the association, but I don't remember who made the report, and I don't think it would form a portion of the minutes of the association; it was merely a rumor. I don't think there was any attempt to investigate that rumor on the part of the Board of Directors. We are not in favor of agitation of the principles we uphold for the purpose of soliciting employers to join; we act simply on the defensive. Under some circumstances we would agitate. If we were being hurt pretty badly we should probably agitate. Sometimes we solicit people to join. Any one can do that; I do sometimes. I understand a professional agitator to be a man who devotes himself entirely to trades organizations, and who quits work and makes a living by agitating labor questions, and fomenting strikes and boycotts and a row generally, for which they are well paid by the different organizations. I have knowledge of such persons who are in this room. Mr. Fuhrman is one of them. It is my opinion that he is well paid for agitating these labor questions. I do not know that of my own knowledge, but I get it from common report, and from the labor papers that I read, where they attack Mr. Fuhrman and tell how well he is paid. There are several such papers published here. The most that I have seen in that regard have been copied into other papers; copied into the "Abend Post," and copied from other papers, and credited to such papers. I think the labor papers here are mostly printed in German, and I don't read them. I don't know of any English labor paper in this city that I read. I think the labor agitation is mostly confined to foreign elements. I know a little more about Mr. Valentine; he is Vice-President of the International Union, and draws \$100 a month and traveling expenses for lecturing and going traveling through the State. I learn that from the private document of the Molders' Union journal, a private paper published by them. I get my opinion in regard to his movements from that journal, and I believe it is true, although published by them. He has done nothing else but travel and deliver lectures since he was dis-

charged from the Occidental Foundry for not doing proper work. It would not necessarily follow that a man paid to attend the business of a trades union was a labor agitator. There are quite a number of different parties that I believe have done nothing for the last few years except travel on this labor business. I admit that that document was sent out. There has never been any trouble about wages; there has never been any strikes here in regard to wages that I know of particularly; very little; most of the trouble has been from other things.

Our association is not giving any financial support to any trade having trouble with its workmen on account of having reduced their wages. I do not know of such a trade having reduced wages recently; I do not remember of any at this moment. There has been something of that sort come before our organization. The individual members of certain associations that are represented partially in our body may have done so. I do not know, but I presume you refer to the longshoremen or lumbermen; that may have been done, but not under our sanction; we had nothing to do with it.

Our association is not having any difficulty at present. I know of difficulties that sub-associations are handling; one is the brewery boycott, and the other is Mr. Curtin, the dry goods man; and the "Abend Post" matter, I believe, is still unsettled. I believe that is settled so far as the union involved is concerned, but it is not settled so far as the Federated Trades is concerned. Mr. Curtin is a member of the Employers' Association, in addition to which I don't know whether he is a member of a sub-association or not; I don't know whether they have a sub-association. I don't think I said awhile ago that a sub-association was handling Mr. Curtin's difficulty; if I did say so, I didn't mean it. I cannot say that the general body is handling that. The association has not employed detectives, but I presume we should under certain circumstances. I believe the statement that eight hundred cigar-makers want employment in San Francisco, and that less than two hundred work at their trade is correct, according to the statistics; I think the Secretary got that up from data furnished by cigar manufacturers; I do not know whether it was the Secretary or the Assistant Secretary.

TESTIMONY OF SIEGFRIED NICKELSBURG.

Recalled.

I would like to state in regard to the letter of J. J. O'Brien that it was an act of the Board of Directors. Mr. Lewis was probably not at the meeting. Mr. Curtin, as well as the others, is a member of the Association of Manufacturers and Employers. They notified us they were unjustly boycotted, and all we did was to ask these people to give us the names of the boycotters, and as soon as we get those names we will write letters to the employers, notifying them that they are employing certain clerks that are boycotting others. That we are opposed to boycotting we make no secret; we are very strongly opposed to it. The party to whom this communication is addressed is not a member of our association, but the parties that were boycotted were. I do not remember when the meeting of the association was held at which that was done. I could not state whether it was in January, February, or March, but it was certainly within the last three months, and more than a month ago. I will say it is within two months.

TESTIMONY OF GEORGE C. WILLIAMS.

Sworn. Examined by Mr. McGLYNN.

I am an employé of the Employers' Association; Assistant Secretary; I have no vote. I was employed as an assistant of the original committee, and given the title of Secretary, and assigned to do certain work that they detailed me to do, canvassing members among others. Have never been a member of a trade or labor organization. The formation of this association was suggested to me. I had nothing to do with its original conception. It was suggested to me by one of the members of the present association, Mr. Albert Dernam, of Buckingham & Hecht. I am working at present for a salary; my duties consist in doing whatever the Board of Directors consign me to do. I do not have exclusive discretion to do other than what the Board of Directors assign me to do, but I have special discretion in certain cases. I have never acted on my own discretion, except that I have been permitted to do so under certain circumstances. This letter that was written was under the instructions given me by the Board of Directors. I don't remember every Director who was present at the meeting. I collected most of those statistics and general statements. I know of my own knowledge that the Manufacturers do not complain of wages, excepting in one particular case that has come to my knowledge, and that is the case of the longshore lumbermen. I believe that the ship owners did at one time ask the Sailors' Union to reduce wages, too. That, however, didn't come under my knowledge; I think that was before this document was compiled, though I don't remember now how it was.

In those two instances, since the organization of this association, manufacturers have complained of wages. No instance has come under my notice where employé's have complained of reduction of wages. I would not say whether there is any complaint or not. I don't see how such a complaint could come before our association unless the union itself brought it there, and I can scarcely conceive that it would do that. No complaint of the sort has come before the association officially. The paper [Exhibit B] is official. At the time of issuing that paper I don't remember precisely what the complaint of the union was. I do recollect, however, the statement of the committee that was appointed to investigate the matter, because I read it just before that. The report of the committee was that the wages were raised instead of being reduced. I don't know whether there was any complaint of there being a reduction or not of my personal knowledge. There was some trouble in Cahn, Nickelsburg & Co.'s factory about new machines that were introduced, and the new rate being placed on new machines. The report of the committee was not made to our association; it was made to the Shoe Manufacturers' Association, of which I am not a member, and was not present at the meeting, but I saw the report of the committee. I believe a copy of the report was brought to the officers of our association in time, but I went there and saw it for the purpose of getting this information. I know nothing about the trouble except what was published in newspapers and what I heard orally, and at this time I cannot remember precisely what the complaints were. I compiled the information I obtained and placed it in as a bona fide fact.

The expert committee of the Manufacturers reported that the wages were actually raised, and the committee did so report. I knew at the

time who constituted that committee, and I knew then that they were expert manufacturers, but I do not remember now who they were. They were men who bore the reputation of being in the business. I did not investigate it.

As to the paragraph regarding paid walking delegates in this document, it is very hard to say whether I am the author of one paragraph or another, but I aided in the entire thing. I know of unions in this city having paid walking delegates; some of them are Mr. Sullivan, Alexander Sullivan, Mr. Fuhrman, Mr. McDade, and several more, and from their actions I approve of that paragraph; also, Mr. Ark and Mr. Furuseth. The understanding of the words "walking delegate," as we announced here, is one who is paid by a union to look after the interests of the union, and that would not necessarily mean that he was fomenting discontent or creating a labor war. I know that some of the gentlemen I have named acted in that manner. Mr. Fuhrman, for instance, has; he has fomented a labor war, and is the ruling spirit of the Brewery Workmen's Union, according to my opinion. It is not a fact that I know nothing about either of these gentlemen of my own knowledge; I know a great deal about Mr. Fuhrman; for instance, of my own knowledge, I know a great deal of his fomenting discontent and creating a labor war. I used to be a reporter on the "Daily Report," and in that capacity I was assigned to labor detail. As a reporter on the labor detail it was my business to obtain an accurate knowledge of the trades unions, and I obtained as accurate a knowledge as I could, and discovered from observation that Mr. Fuhrman was the ruling spirit of the Brewery Workmen's Union; he was their paid Secretary, and evidently had more influence in the union than any other man, according to my observation.

Some time ago there occurred a case where the American Federation of Laborers suspended the Federated Trades here until the Federated Trades should compel the Brewery Workmen's Union of the Pacific Coast to pay its dues to the National Brewers' Union and put itself in good standing. I state that as a fact from seeing the official report of the American Confederation of Labor, printed and published and sent out under their seal, and under which it was required to pay assessments and put itself in good standing. I do not assert that the Brewery Workmen's Union was particularly specified by name, but generally. Very likely it was specified by name, because it is my recollection that there was no ambiguity about as to who was meant; I am quite positive that it did not mean for the full San Francisco Federation to pay its dues, and I am quite positive that it meant an affiliated local union failing to pay its dues to the National. That is my recollection of the matter. About this time the National Brewery Workmen's Union, which had a quarrel with the Pacific Coast Brewery Workmen's Union, issued a charter to a new union on this coast, which was called Union 16. That Union 16 obtained a recognized legal charter under the authority of the National Brewery Workmen's Union. It was recognized by the National Brewery Workmen's Union, and legal according to that body. That body was also legally represented in the American Federation of Labor. Some of the men in the National Brewery joined this new Union 16, and I heard that Mr. Fuhrman in the Federated Trades advocated that the Federated Trades should demand their discharge. The Federated Trades, through its committee, did demand the discharge

of these men, but their discharge was refused, and the National Brewery was notified that unless they were discharged a boycott would be levied on the National Brewery. The National Brewery replied that they were union men, and they could not tell which union was the lawful union. The National Brewery Workmen's Union notified the National Brewery that if they did discharge these men it would be boycotted by them.

It is not a case of supposition on my part that the National Brewery Workmen's Union had anything to do with it. I obtained these facts from questioning people at that time. Mr. Fuhrman asked that a boycott be placed on the National Brewery because it refused to discharge these men. I say that Mr. Fuhrman fomented a labor war there, because he knew that if that boycott was declared a labor war must result; for no matter whether the National Brewery discharged the men or not they would be boycotted; they would be in the midst of a labor war, a thing which actually did occur. They did not discharge the men, and were boycotted. They afterwards did discharge the men, and they were boycotted. They were boycotted for not discharging them, and they were boycotted for discharging them. Necessarily a labor war must result, and Mr. Fuhrman took an active part all through the proceedings of the Federated Trades in bringing about that labor war. I knew something at that time of the personnel of Union No. 16, but I don't remember their names now, nor their occupation, neither do I remember their standing in the community; but at that time I had full knowledge of the facts. I don't remember now whether they were men that the average trade union would accept; in fact I have no right to decide upon those questions at all; I have no knowledge at all in the case. I never was in Mr. Fuhrman's union, but I know that Mr. Fuhrman asked the Federated Trades to declare a boycott. He was delegate from the Brewery Workmen's Union of the Pacific Coast. Sometimes a delegate acts both as an individual and as a representative. And I understood Mr. Fuhrman acted as both. I don't remember whether it came up in the form of a request or not from the Brewery Workmen's Union. I vouch for nothing in that paper, and am not supposed to vouch for it, but the Directors vouch for it as official.

Cross-examined by Mr. HELLER.

There is not a black-list of employes preserved by our organization. When the Shoemakers made their report regarding the question of new machinery in Cahn, Nickelsburg & Co.'s factory, no action was taken by our association in regard to it that I remember, and as far as I remember the report was never made to our organization.

TESTIMONY OF ALFRED FUHRMAN.

Sworn. Examined by Mr. MCGLYNN.

Am a delegate to the Federated Trades, and have been ever since it has been organized, in the early part of 1886. We held a convention in December, 1885, and organized a Board of the council, probably in January, 1886. I have not been permanently in San Francisco, although I have resided permanently on the coast, and have acted as a delegate, sometimes at short and sometimes at long intervals. Have kept

pretty close track of the organization. I am Chairman of the Executive Committee. The council is composed of duly elected delegates from unions having membership in the Federated Trades. The delegates hold office for six months generally, and in most cases they are elected by the union; both the officers of the council and the members likewise. The council does not admit individual members, only representatives from the unions, on a basis of one delegate to each one hundred constituents, I believe. I think they allow two delegates for the first one hundred, and one additional delegate for every subsequent one hundred or major fraction thereof. I should judge there are about forty unions represented in the federation at present.

We first organized as the Pacific Coast Federation; in fact, its name was first the Representative Council of Trades and Labor Federation of the Pacific Coast. In those days we had representatives from Eureka, from San Pedro, from Carson City, and, I think, even from Arizona, and it was as its name indicated. We changed its name once, in 1887 or 1888, and made it the Federated Trades of the Pacific Coast. At that time we had bodies outside of San Francisco represented in there, and we organized what was called the sub-council. We had sub-federations, sub-councils, under our management, so to speak, in Los Angeles, San José, and Sacramento. An attempt was made to organize on the spot, but it did not succeed very well, and we likewise had organizations connected with us in Port Costa. The association at present is mainly local, ever since we organized the Pacific Coast Council, representing the various federations in one body, though we still have the organization at Port Costa in there yet. There is no provision in its constitution prohibiting it from taking outsiders. The constitution does not prohibit the invasion of the territory of another council, but it is not done, and would not be done unless applications were made from organizations in the territory of other councils, and we generally have refused. The council is not a secret organization. The press is admitted. Members of other trades who are not representatives may come as visitors, but have no voice, except by a special vote. The objects of the council are set forth in our preamble and declaration of purposes.

[The constitution and by-laws of the Federated Trades are offered in evidence, and marked Exhibit D.]

Under that we do not limit our workings strictly to trade matters, and take part in political legislation or agitation for political laws; anything to ameliorate the condition of the workingmen by which relief can be obtained.

The eight-hour law was brought about by such agitation; the law prohibiting minors from being employed in factories; the law regarding the sanitary condition of work-rooms; one or more laws regarding the non-competition of persons in convict labor, and there was several others relating to the Bureau of Labor Statistics, with a view to labor and its agitation and to purify politics by advocating the Australian ballot system, the adoption of which was mainly due to the council, which was the first one to advocate it. We advocate it in every way, both morally and financially. We first took it up in 1886, and it failed; we went at it again in 1888, and every following year until at the last election it succeeded. I should judge we expended more than \$1,000 upon it. The revenue of the council consists of monthly dues, which at present are \$1 for each delegate or representative. The council is the recipient of dona-

tions very often from organizations, and occasionally from celebrations held for its benefit, such as balls, parties, etc. It has no power to levy an assessment, nor to change the constitution of itself. I believe the law regarding amendments has been changed, and the council can now change the law, but that would not give it any power over associations nor to increase the dues. Occasional educational meetings are held, and the council has distributed at various times literature intended to benefit and alleviate the moral condition of its constituents. It has done everything within its power, in fact, to alleviate the moral condition of the working classes, in accordance with the constitution. It has authority to a certain extent over the affiliated trades, as stated in the constitution.

This amendment regarding strikes and boycotts must have been made in the latter part of last year; I am positive it was not made within the last month or so. All the existing boycotts have been made under this new law, and that is the law governing the difficulties that have been referred to. That is Article VIII. There are two or three boycotts that were made prior to that—one being the Wellington coal boycott.

The council retains, and has for some time past, one salaried officer. The first year it had no salaried officer; it then paid a Secretary a small compensation. The highest compensation ever paid to a Secretary, who devoted his entire time to the council, and to the unions connected therewith, was \$18 a week, and he received no additional compensation from any source; it is still \$18. He devotes his entire time to the position. He possesses no discretionary power whatever, and is not permitted to use the stationery or name of the council unless ordered to do so, and in that case it would show its official character. No discretionary power is vested in any member concerning any act involving the council, or ordering an act in the name of the council. In no delegate, nor in any committee or any officer, is discretionary power vested. The council might perhaps by a vote intrust its Executive Committee with a certain matter, and leave it at the discretion of the Secretary to perform certain acts, but that is about the only thing that I know of where anything has been done outside of the council as a council. Any matter intrusted to the Executive Committee would first come up for discussion, because they would have to report back to the council. It is only in very extreme cases, where it would be perhaps impossible for the council to attend to it, that the Executive Committee could take the matter in hand. Where no great question is involved the matter is referred to the Executive Committee.

This council is affiliated with other councils, Pacific Coast councils, the American Federation of Labor, and, in fact, our council in San Francisco is recognized as the leading council on this coast. All the various affiliations in the Pacific States recognize our council as the parent, mother, so to speak, and they generally comply with any request our council would make. Several times employers having grievances have been permitted the floor. There is no provision in the constitution granting it or prohibiting it. It has been an open body since the early part of 1889, I think; there is no pledge of secrecy administered.

Cross-examined by MR. WILLIAMS.

The Council of Federated Trades of this city is composed of delegates from the unions in this city, and is the central authority. Nearly all the questions of any consequence affecting the unions in that body come

up in the council for discussion. No boycott could be levied by any union under its jurisdiction without the council's consent. I know of a case a good many years ago, under the old laws, where a strike was indorsed by the council, although the matter was not brought before the council in constitutional form; but a boycott which bears the indorsement of the council would have to come before the council before it gained that indorsement, and before any boycott circular would be issued by the council through its Executive Committee. I know of delegates who were expelled under Section 4, Article IX, of the constitution. Their offense was the employment of Chinese. They had a trial, in which a large number of delegates participated. I think the vote was 43 to 28 in favor of expulsion. The case was very bitterly fought in the council. Bushnell and Thurman published an alleged labor paper, and they attacked me as being the chief cause of the whole thing.

The American Federation is not the supreme authority by any means; there is no supreme authority. The American Federation of Labor holds the same stand in national affairs as our council does in local affairs, so that the American Federation of Labor is composed of delegates from various Federated Trades and National Unions, just the same as our Federated Trades is composed of delegates from the local unions. We were never represented there directly, except at the last convention in Birmingham.

The Council of Federated Trades here have paid dues to the American Federation, and did so prior to the last convention at Birmingham. There is a union in this country called the National Workmen's Union, and there is a union called the Pacific Coast Workmen's Union, which latter at one time belonged to the former, but their amicable relations were severed. The Federated Trades of this city were suspended from representation in the American Federation. There was some sort of resolution passed, and it related to the difficulty between the National Brewery Workmen's Union and the Pacific Coast Union. At that time the National Brewery Union had representation in the American Federation. It was before that time that the National Brewery Workmen's Union issued a charter to Union 16, which union was not recognized by the American Federation. The men from the National Brewery joined Union 16, and the Federated Trades demanded that these men be discharged, as no union men could work with a non-union man, and Union 16 protested against their discharge; and I believe they held a public meeting, at which a delegate named D. L. Dirks was present, as I am informed, and charges were afterward made against him in the Federated Trades on that account, one of the charges against him being that he made certain speeches, and also that he was in the employ of the National Brewery Company. I think that was a written charge, but I am not quite sure. Another charge was that he went to several newspapers and through them circulated reports favoring the scabs and against the Federation. He was expelled. I cannot remember that in his defense he stated that he obeyed the instructions of Carpenters' Union 77. He afterward returned to the Federated Trades as a delegate from Union 3 or Union 4.

A scab is to his trade what a traitor is to his country. Both may be useful in times of war, but in peaceful times they are despised by all. He works only for his own benefit, and disregards entirely his fellow men. The word "scab" strictly means men who have gone back on

the union; men who formerly were union men, and have turned traitor; but, as a general rule, all men who take the places of strikers, or take the places of union men, are termed scabs. If a man belonged to a union, and he broke away from that union and went to work in a place where a union man had been called out on a strike, although he should be in all other respects a good citizen, an industrious man, a first-class workman, and the father of a family, he would still unquestionably be a scab. Such cases have come under my observation. A union man may be a bad citizen, as there are black sheep in every fold. A union can be called a scab as well as an individual. Union 16 was a scab union, was so regarded by the Council of Federated Trades, because it was organized at the instigation and with the sanction of the National Brewery Company, in order to disrupt the Brewery Workmen's Union of the Pacific Coast, and was composed of non-brewers, which showed on its very face that the organization was not bona fide. When the charter was granted to it it was composed of two bakers, two saloon keepers, one tailor boss, one teamster, and one other man, who was not a brewer any more; he was a barkeeper. There were seven of them, none of whom were brewers. That charter was granted by the National Executive Committee of the Brewers Union, who had power to grant charters. I know of my own knowledge that one or two of them worked in a brewery, but the balance, I presume, never saw a brewery.

The Organizing Committee of the Federated Trades was the body that investigated the scab brewery and Union 16, and they made this report which is included in our testimony. Scabs are held in contempt by all union men, and are held up to contempt, and union men should not associate with them. I have been many times on the Executive Committee of the Federated Trades, and am now. All notices of boycotts are referred to that committee, and that committee endeavors to settle the matter amicably; it discusses the matter, and the best ways and means of settling the affair, and then generally appoints or elects a sub-committee to wait upon the employer involved, and tries to see if that matter cannot be amicably adjusted. By amicably adjusted, I do not mean that the employer shall concede everything and the union nothing. When the sub-committee reports, the council either declares a boycott or does not. I think there were several boycotts on shoe dealers reported favorably upon by the Executive Committee, which were not levied by the council.

When a boycott is levied, in order to make it effective, various means are adopted; circulars are issued, the public is asked not to trade with the boycotted party, the local unions indorse the boycott, fines are imposed upon persons who trade with boycotted persons, and members have been expelled for dealing with boycotted persons, though I know of no case of expulsion here in San Francisco. The Federated Trades have engaged persons, and have paid them salaries, to push a boycott; the Secretary of the council, for instance, as an officer of the council it becomes his duty. I think a person was employed on a salary to prosecute the Wellington Bay boycott, but I am not positive. I consider that unions are a necessity, and the better unions are organized the better it will meet that necessity. The perfect organization of a trade would be that all men employed at that certain trade or industry are, without exception, members of that union, and if the employers obtained their men from the office of the union that would be the most

desirable, and that is the goal to which all unions have been striving in this State for the time being, but it is only a temporary goal; that is the first step; the ultimate goal, I presume, would be universal coöperation. Universal coöperation would be that all men who labor, either physically or mentally, would obtain and enjoy all they create. If this system was organized in every trade, and only union men were employed, and they could only be employed from the offices of the union, non-union men would still be able to live in the State, because they could apply for membership. If he had been expelled from the union, even for being a scab, which is the most serious offense, if he was an efficient workman he could be readmitted. If there was a non-union man in that trade in the city, who could not get into the union, he could not work at his trade here, but I presume he could go somewhere else and work at his trade.

The Federated Trades distributed a pile of literature, at the time we first organized the council, in regard to the labor question and the object of labor organizations, and the necessity of joining these organizations, and the propagation of labor literature tended to elevate the moral condition of laborers. The practical step is to get them to join the union. I do not believe that the Executive Committee was granted discretion to levy a boycott on the Buckingham & Hecht shoe factory.

Reëxamined by MR. MCGLYNN.

We have distributed tons of literature in favor of pure politics, and honesty and good morals. At the present time I receive \$20 a week, and am supposed to devote all the time to my work. From March, 1885, to December, 1885, I worked for the Coast Seamen, and was one of the organizers, and was a representative man. I received from them my board and 50 cents a week. I then went to sea, returning from sea and working along shore, going to sea again, and working for the Coast Seamen without salary. In 1886 I worked for the sailors at a salary of \$5 a week for seven weeks, which was the highest salary I received from the Sailors' Union during that time. I was requested by a committee to organize the brewery men, which I did, without salary; that was in August, 1886, and I worked for them off and on till December, 1886. I organized the brewers in San José, and accepted as compensation to go down, including fare, etc., the sum of \$5. Went East again in 1887. Was recalled by the brewery men to take charge of the fight in 1887, for which I refused to take any money; they then offered me \$25 and I took it, because I needed it very badly. I then took the position of Secretary for these men at \$15 a week, which I filled until a strike broke out in 1889, when I worked for \$2 a week and my board for eleven months. After the fight the men requested me to accept the balance of salary still due me, and I accepted the sum of \$400. Afterward my salary was increased to \$18, and then to \$20; and they have increased it even higher, but I refused it voluntarily, and intend to refuse it again voluntarily. I had some lots in the Mission that I paid \$500 for, and about \$800 of a mortgage on them, but they are all gone. I had a lot in Oakland, which I bought for \$100 or so, and put a mortgage on it, and lately I have sold it. Altogether I have been in the labor movement seven years. I am worth about \$800 or so.

[The further hearing of the matter was continued until Saturday, June 11, 1892, at 1:30 P. M.]

SATURDAY, JUNE 11, 1892.

TESTIMONY OF A. ROLLINS.

Sworn. Examined by MR. MCGLYNN.

Am a member of the Manufacturers' Association, and its Secretary. I act as such. There is no stated time for the meeting of the Board of Directors. It meets when it is called together by the President. I make it a point to attend the meetings. I do not recall any I have missed within the last two or three months. I remember the action specified in letter marked Exhibit C, having been ordered by the Board. There was a quorum present. I could not give you the date of the meeting, but it must have been shortly prior to that time. I do not recall any letter similar in purport to that having been sent or ordered to be sent. I recall that this letter was authorized to be sent to J. J. O'Brien. My business is printing and electrotyping, and I am a practical printer. I conduct a union office. When it was first organized it was not recognized as a union office, although we paid the wages. I have seen the circular [Exhibit B]. I do not think our firm has been troubled very badly by the walking delegates. Either myself or Mr. Williams issues all documents that the association orders sent out. The Board of Directors are responsible for this last document. The paragraph stating that wages are higher here than anywhere else in the world, excepting Australia, did not refer to any particular business, if I understood it; but it is my impression that the statement is correct.

I have no special objection to trades unions, and believe that labor has a right to organize, and that it would be advisable for it to do so; but I have certain objections to the present system of trades unions, particularly their arbitrary exactions in many branches, from what we are able to gather. I don't know of my own personal knowledge what may exist in other branches, but in other branches we learn that they are very exacting. I do not know that the Printers' Union is the most exacting trades union in the United States. I do not know of my own personal knowledge what the arbitrary action here complained of is. So far as our firm is concerned, we have no particular reason to complain of the exactions either of the trades unions or the walking delegates. I could not give you an idea of what would be a non-arbitrary, unexacting trades union. I have been a member of a trades union, the Boston Typographical Union. I don't know of my own knowledge, but I know from general report, that the proprietors of newspapers are not permitted to hire or discharge their own men. I don't know that the men of the office form the rules of the office in book offices. I think there is a chapel in our office, but they do not form the rule of conduct for employes as far as my rights in the matter are concerned. Until within a short time I have hired men, but the foreman has that authority now, I think, exclusively. He is a member of the union, but he is not given that authority as such, but simply because he is foreman. The union demands it as a right that we shall hire union men. I indorse this demand for a right to hire union or non-union men. I don't understand that such a right would mean the destruction of trades unions. I never have found that the non-union man works just below what the union man receives. I can recall instances where non-union men got more than union men, and did not work for less than wages,

although not at the present time. I cannot recall innumerable instances where they have worked for less. I don't think Bacon & Co. had any positive price three years ago. As far as I know he paid \$18 a week. I don't think he employed his girls by the week, and I don't know exactly what he did pay.

If there was a uniform price in an office it would make no difference whether a man belonged to a union or not, as far as that price was concerned, and I don't see why a uniform price could not be established where both union and non-union men were employed. I have no idea what fixes the standard rate of wages in this city in our trade. We pay the prevailing price, but I don't know how that is obtained. There has been no change in wages since we have been in business. In some particular matters there has been an agreement between employers and employes in our trade, but I don't think the question of wages has ever been raised since I have been in business here. There are some minor matters in regard to the scale in which there was an agreement that whenever any change was deemed advisable some agreement should be arrived at by conference.

Cross-examined by MR. WILLIAMS.

I should say that the demand of the union that an employer should obtain his men only from the office of the union was an arbitrary demand, and I should most certainly object to that. I would consider it an arbitrary exaction if I were told if I were to do any work for a boycotted printer that I would be boycotted myself. I should consider it an arbitrary exaction if I had a good man, who had worked for me for a long time, and they told me he had been expelled from the union on some technical ground, and demanded that he should be discharged or I should be boycotted. I would consider it an arbitrary exaction if they sent a man in his place who spoilt material, and I discharged the man, and the union should call a strike in my office, and in order to have that strike settled I should be obliged not only to take the man back, but also pay him for the time consumed in spoiling my material, and also pay the men for the time they were on the strike. I don't recall any of these hypothetical cases having occurred in our particular business. As far as pertains to my office, all official acts of the association come under my notice.

I remember the boycott of a blacksmith named Peter Lynch, and that there was some mention made of it at a meeting of the Board of Directors. The attention of the Board of Directors was called to that matter, and they informed a number of members of the association of the circumstance; I don't know of any other action. There was no demand upon the members to do anything in particular, and the effect of that notification was, as I understand, that many patronized him who had not been doing so before. I do not know of any case where the association has demanded of the members that they shall come to the assistance of anybody. I never saw any hesitancy in regard to men being willing to do anything they could without being demanded, and the voluntary character of the organization has thus far been sufficient to bring about any result that the Directors desire to bring about, and within their capacity. I meet members of the association frequently, and they never express anything than a willingness to do what they can to aid the Directors.

Reexamined by Mr. McGLYNN.

None of those arbitrary doings of the trade have come under my personal observation. It would be arbitrary if an employing printer came to me and informed me that if I did certain work for certain parties he would boycott me, he having the power to injure me. If a proprietor of a printing firm came to me and told me that if I did a certain line of work they would boycott me, I would consider that arbitrary. I know of no instance where the Manufacturers' Association have done that act. I never heard that a certain cooper in this city was threatened with withdrawal of all the custom of breweries in this city if he supplied barrels to another firm. No such letter was sent by the Manufacturers' Association. The association would have no control over the action of the sub-association representing the brewers. The present brewery difficulty, as far as we know, has been handled by the Brewers' Association themselves entirely, and consequently I am not informed of any acts of that sub-association. I do not recall the time when we ever placed an official indorsement on the Brewers' Protective Association in the conduct of this beer trouble. I recall no resolution indorsing it. If a man comes around looking for a job we usually put him on if we are in need of help; and if he does not come around we send a boy out to look for a man on the turf; what the particular locality is I don't know; the boy seems to know that. I don't think a case was ever called to my attention where an employer in our line was deprived of the right to discharge a man who was incompetent or who spoiled material. We have never been required to pay for men while they were on the strike, and never made me stop doing work for a certain man, or be boycotted; and to my own knowledge I don't know of anybody else.

TESTIMONY OF JAMES ROXBURGH.

Sworn. Examined by Mr. McGLYNN.

Am Secretary of the Federated Trades. Have been a delegate about three years; have also been a member of the Executive Committee. Have been a fair, constant attendant at the meetings. A short portion of the time I was not a delegate, I withdrew. During my term I have not known of any case where a boycott was levied without investigation. Under the constitution a person as a person cannot ask for a boycott. Unless a request comes from the union, the delegates have no right to make an individual request, as it would not be binding on the union. The request must first come from the union. The first time a matter is brought up it is generally under what is called a notice of boycott; the matter is then referred to the Executive Committee. They meet on Sunday morning. The delegate comes before the Executive Committee and explains the reason for asking for the boycott. A sub-committee is then appointed to wait upon the parties who are about to be boycotted, to investigate the case and report back to the federation. That was the old law, but since that has been changed; we have to report to the union and see that three quarters of the members of the union present vote in the affirmative. It is then reported to the federation, and it takes a three-fourths vote of all members present in the federation to levy the boycott; that is, on the following meeting. The amend-

ments to the constitution will explain that more thoroughly. The sub-committee endeavors to arbitrate the difficulties. Since I have been Secretary I have settled one difficulty. It is an invariable rule that the council first offers arbitration, and in no case is action taken without a hearing from the employer. Since the formation of the Manufacturers' Association, the number of members in the federation has remained the same. The Manufacturers' Association has had no effect upon the federation. A short time ago a resolution was introduced into the council and I was instructed to transmit the same to the President of the Manufacturers' Association, Henry L. Davis. I wrote out the communication as instructed, asking for an arbitration, and I think I have the resolution here in the minute book. [Producing.] The Manufacturers' Association dodged the issue at that time, by stating that matters at that time should have gone to the sub-association. I believe the outcome of the letter was the ultimatum issued by the Manufacturers' Association about discharging all the union men from the shoe shops. That was from the Shoe Manufacturers' Association. A resolution was introduced by Mr. Furuseth of the Sailors' Union. I took the letter down and left it at the office of Mr. Rollins, on Sansome Street. I have been an officer since about the second week in January of this year. Previous to that I was a member of the Executive Committee, and was aware of any official business that would be transacted in the council. It has not come to my knowledge that the Manufacturers' Association ever offered to arbitrate or listen to the federation side of any question. The way they offer arbitration is generally through the press. I was given to understand indirectly by an employer that I might be sorry for the position I occupied, and that it was too bad that I had taken the position; that I might not, perhaps, be able to get any more work in San Francisco.

Cross-examined by MR. WILLIAMS.

The federation pays great attention to the requests of the union in regard to boycotts, and are bound to investigate their request; they are not always bound to grant it, even if there is no reason why it should not be granted. I could not say whether there are more cases where they do than where they don't. A boycott is levied for a certain purpose, and when the end is attained the boycott is raised. If the purpose is not gained, sometimes the boycott is raised for a length of time. The council instructs the union to raise it. They do not generally have the union ask to have it raised. I know of cases in the federation where the union has asked to have the boycott raised and it was not raised. I also know where one case of boycott was asked and was refused by the Federated Trades. I have been on the Executive Committee when they have investigated a question of boycott. On those occasions they generally go out and try to talk to the men. I have been on sub-committees appointed to go out and talk. I can remember a number of cases where I went with such a request, but I do not care to state the instances. In offering arbitration we try to compromise the matter and effect some settlement by asking the parties upon what terms they desire to settle. My understanding of the word arbitration is to settle the difficulty in the easiest possible manner. In every case we have not always stated that we were willing to leave the matter to an Arbitration Committee, and leave them to settle the matter, any more than the Manufacturers

do. The matter that I settled, the man had an agreement with the union, and had sent them a notification that he would no longer continue to conduct his shop under that agreement. The matter was brought to the council and referred to the Executive Committee. I went over there and talked to the man. The first time I could do nothing with him. I called in again and talked to him again; he got a little bit hostile at that time. We did nothing further than to let him go. I was the Secretary of the council and representing the Executive Committee at that time. We met the man and the agreement was signed by himself, representing the firm, and myself, representing the council; that is, the new agreement, which embraced all the features of the old agreement, and the men had gone out on a strike in the meantime. I did not tell him that unless he agreed to that the men would continue on a strike, nor that he would be boycotted. We conceded to him as much as he gave. I decline to state what the concessions were. That was in the harness-making trade.

The Shoemakers' Association threatened to lock up the town by discharging the union men. That was, more particularly, the brewery trade and the shoe trade at the same time. We did not offer to arbitrate any particular trade. I do not remember exactly the date. That did not refer to any particular trouble at that time, only to the strained relations between capital and labor, and the strained relations then existing were the shoemakers' trouble and the Brewers' Protective Association trouble, and some others, I believe. The Manufacturers' Association dodged the issue, and said the sub-association was the one the communication should be sent to; that the sub-association had charge of the matter, and they had no authority to take the matter up. I have here the communication. [Marked Exhibit E.]

The Sacramento sub-association withdrew before the time of the Manufacturers' Association. I don't know what trades union withdrew from the federation in this city; if it had occurred I would know it. I have a record book here. A scab is a kind of an ulcer on the community, a thing that is sought for by the employers at all times. A scab is sought for in times of troubles with union men by employers. He is a man who may be incompetent at other times and considered a more competent workman during a strike. A union man cannot be a scab if he belongs to a bona fide union. He may be a non-union man and still not a scab; but generally all scabs are non-union men, and must be non-union men. A non-union man who takes the place of a union man who has gone out on a strike would be a scab. Union 16 was called a scab union because it was composed of men expelled from the union, and men who had scabbed it at various times upon the Brewery Workmen's Union. Union 16 was not recognized by the federation, and that, therefore, made it a scab union. If a shop is a strictly union shop, and a non-union man should go to work in that shop, in spite of the union rules, there having been no strike, but he is given the work there, should there be a strike later on he would not be a scab as soon as he went to work there, and not until the strike had occurred. A perfectly organized trades union, in my opinion, would be one that controls all branches of the business which has all men working at the trade of the union, the object of that control being to regulate the management of the business so that the men will not be oppressed, and so that the wages shall not be reduced, and to reduce competition from outside sources as much as possible.

In carrying out those ideas they make certain regulations; for instance, they provide the number of apprentices that may be had to each number of journeymen, and it generally follows that as soon as a trade gets a perfect organization of a business it regulates the number of apprentices. There is only one trade that I can think of where such a regulation does not exist, and it is the shoemakers. I don't think they ever had any such regulation. The organization of labor is not always confined to skilled mechanics. It would certainly be a good thing if labor was organized, both skilled and unskilled laborers, clerks, and all. I don't claim to be an expert upon labor matters. If all lines of trade were organized in this country thoroughly, in my opinion, the young men growing up who could not get into a trade would be able to get along; I think they would go into some particular trade, and I don't think it would come to a point that the trades would be so limited as to apprentice that they would be unable to get in. I have never formed any opinion upon that matter, and I certainly cannot tell what is going to come in the hereafter. I know of a case where a boycott has been continued when the strike was declared off. It was not declared off by the Federated Trades, but the boycott was continued by them. If a shop employing union men were to have difficulty, and those men were to go out on strike, and that shop in place of hiring other mechanics were to take boys, born in San Francisco, into their employ, and teach them the particular trade, they would be scabs, because they would be working for a less rate of wages than the men would receive; necessarily as apprentices they would receive less wages. If they received proportionate to the amount of work that they did, just as much as the men who went out, being better paid than ordinary apprentices, from the very fact of their going to work in that place to learn that trade, the shop having been abandoned by the union men, they would be scabs, because the unions would certainly have apprentices in that shop, and the boys that went in would be scabbing on the apprentice union. It is quite often the case that the union takes to itself the power of deciding what would be a scab under such circumstances, and any non-union man and every boy who goes to work wherever there may be a vacancy caused by any trouble, they would necessarily be scabs. Men go out on strike on principle, and other men take their places, and the latter are necessarily scabs, both men and boys.

Reexamined by MR. MCGLYNN.

I do not regard that scabbing is an unpardonable offense in the eyes of union men, and know of no union that so regards it. Numbers of such cases have been given. There is no rule that a scab shall be inevitably and forever branded. It is not always the rule among unions to fine boys who take the place of men on strike, and I know of cases where boys have been admitted into the unions under those circumstances without fines and without reproach. If an offer to arbitrate were made by the manufacturer, we would try to arbitrate the difficulty to the best interests of both parties; and if an offer were made that the Arbitration Committee should be composed of persons not connected with trades or with the employers, I think that the committee would submit to it; but no offer of that character has been made. I have known of unions who were willing to readmit scabs who had scabbed upon the union without fine, and I know of several cases where they have been fined;

but in my own union we have taken men back who have scabbed, without fine and without punishment. I did not consider that unusual and I thought it was good policy. I did not consider at that time that my union was the only one that ever did it. I have heard of a number of such cases before.

[The further hearing of the matter was then continued until Tuesday, June 14, 1892, at 1:30 P. M.]

EXHIBIT A.

DECLARATION OF PRINCIPLES

Of the Board of Manufacturers and Employers of California.

This association is formed to promote the manufacturing interests of the Pacific Coast. Its policy is not dictated by a spirit of aggression, but it shall be the earnest endeavor of its members to prevent friction, and to peacefully settle all disputes that may arise between employers and employes.

We, the members of this association, have no wish to interfere with the indisputable right of labor to organize, but believe in the organization and the federation of employers of labor, to the end that neither party shall tempt the other to overstep the bonds of right, reason, and justice.

We believe that the arbitrary spirit shown by the unions in the absence of any effective restraining power, and the frequent strikes and boycotts, which have, in consequence, prevailed in this community, are dangerous to its industries, and this association of employers is formed to check these growing evils.

We recognize the right of labor to organize in its own defense, or to ameliorate its condition, and we, as employers, will not trespass on this right by refusing employment to any one because belonging to such labor organization; but we reserve to ourselves the right to decide as to whom we shall or whom we shall not employ.

CONSTITUTION.

ARTICLE I.—NAME, AND HOW COMPOSED.

SECTION 1. This association shall be known as the Board of Manufacturers and Employers of California.

SEC. 2. It shall be composed of firms, corporations, or individuals who are members of associations of employers in any particular branch of industry in this State, and also of such firms, corporations, or individuals as have property or other interests in this State.

Such firms, corporations, or individuals may become members, and have representation and vote in this association, by signing the membership roll and paying the membership dues.

SEC. 3. Applications for membership shall be filed with the Secretary, and may be acted upon at any meeting of the Board of Directors; and if approved by the Board, the firm, corporation, or individual shall become a member on signing the roll.

SEC. 4. On and after the first day of October, 1891, no members of this association shall be permitted to withdraw therefrom until his or its resignation shall first have been placed on file with the Secretary of this association for the period of sixty days, and the said resignation shall have been accepted by the Board of Directors at the expiration of that period.

ARTICLE VII.—STRIKES AND BOYCOTTS.

SECTION 1. Whereas, strikes and boycotts are inimical to the best interest of both employer and employe; and whereas, this association is desirous of exhausting all amicable means of ending or preventing strikes and boycotts before resorting to coercion; it is hereby provided that in case of a strike or a boycott in any of the different trades represented in this association which cannot be settled by the trade involved in such difficulty, it shall be the duty of the Board of Directors to investigate the trouble, act as an arbitration committee, or recommend such means, or take such steps to end the strike or boycott as it may deem advisable or necessary.

EXHIBIT B.

THE EMPLOYERS' ASSOCIATION,

Which Employs 40,000 People, and Pays Daily \$100,000 for Wages, has Issued the Following Manifesto on the Boycott.

The Board of Manufacturers and Employers of California believe that the time has come when a universal and systematic effort should be made to put an end to boycotts and the pernicious interference of trades unions with the internal affairs of trade. Unless this be done the already suffering industries of the city will soon become so badly handicapped as to be practically out of the race in the competition of the world. Every line of production has suffered from this cause. Tons of iron work of all sorts, formerly made here, are now shipped from the East. Large quantities of printing are now shipped from the East. California produces some of the best leather in the world, and yet the amount of leather products imported from the East is steadily increasing. The manufacturers of furniture are facing a ruinous competition. Much of the hardwood finishings for our buildings is prepared in the East and shipped here ready to be put in place. The lumber output is curtailed. Coasting vessels are laid up. Although the second wool-growing State in the Union, our output of woolen goods is ridiculously small and growing less. Eight hundred white cigarmakers once found employment in San Francisco; now less than 200 work at their trade. Eastern barrels threaten to close our cooper shops. Eastern bottled beer competes with a superior San Francisco product. Several factories have gone East and more are expected to follow. Possessing an unrivaled harbor, a splendid location, a rich and vast subsidiary country, and plenty of capital, the city ought to grow faster than the cities of the East. Instead, at the present rate the next census will show a population of 200,000 in place of the 500,000 it ought to show. The loss of the city is the loss of the State. Stagnation means the consumption of less lumber, less grain, less fruit, less of everything the country produces. It means that the former must pay freight to distant markets. The firms in the Manufacturers' Association employ 40,000 people and pay \$100,000 per day in wages. What if these plants go East?

Wages are higher here than anywhere else in the world. According to the official report of the Bureau of Labor Statistics they are more than 10 per cent higher than in Illinois; more than 20 per cent higher than in New York; more than twice the amount of wages in England, and more than three times the wages paid in Germany, France, and Italy. While wages are higher the hours of labor are shorter than in any other country except Australia, the cost of living is less and the climate permits work all the year round. This is not due to the unions. It is natural to California. It would prevail if no unions existed.

The manufacturers do not complain of the wages. There is no desire to reduce them below the normal rate, which must always remain the highest. If permitted to do business in peace the manufacturers could pay these wages and prosper. It is the element of uncertainty that kills. The labor leader seeks to control the men, and the manufacturer cannot manage his business to the best advantage. It is because the life of a business has heretofore been at the mercy of the boycott that manufacturers have been afraid to launch into new undertakings, improve their plants, or push for new avenues of trade.

The levying and agitation of a boycott is always harmful, not, perhaps, to the particular industry sought to be injured, but to the community at large. It foments uneasiness. It alarms capital intended for investment. It creates that uncertainty which is the death of trade. It gives a bad impression of San Francisco to intending settlers. Boycott circulars always lie. It is not too much to say that not a single truthful boycott circular has been issued since boycotting began. Their misstatements slander the city, and slander the men doing business here. They are pernicious, destructive, and wholly bad. The boycott is a crying evil of our times. It is the persuasion of brute force. It does not belong to modern civilization. It is never honest. Walking delegates have been bribed to boycott competitors, and walking delegates have exacted bribes for immunity from boycotts. It is never just. When Cahn, Nickelsburg & Co. introduced new machinery in their factory, a committee of expert manufacturers reported that the new rate on the new machines actually increased the wages of the operator, yet a boycott was levied. The "Abend Post" is boycotted after the Typographical Union declared the boycott untenable, and asked to have it raised. Wellington coal is boycotted long after the Wellington strike is declared off. Breweries are boycotted, notwithstanding that the beer drivers, in a body, protested against the wrong, and declared that they would no longer permit the Federated Trades to dictate what they should eat, drink, and wear, or read. Dry goods houses are boycotted, although all their clerks declare against it. A boycotter is, in all respects, a highwayman. He is an industrial wrecker. His single and simple proposition is, "Stand and deliver."

These evils do not spring from the better judgment of the workmen themselves. They are the result of the system of paid walking delegates. It is a matter of common experience that a union supporting a walking delegate can never be at peace. The moment agitation ceases the men grow careless, do not attend meetings, and neglect to pay dues. The paid walking delegate finds his source of revenue growing precarious,

and his reputation as a leader growing pale. He fomented discontent, creates a labor war, fills up his treasury, and is at once the observed of union men, and the hero of the hour. The paid walking delegate has everything to gain from a labor war; the workingman has everything to lose. If a strike succeeds the workingman is still a loser, but the paid walking delegate reigns supreme. Agitation is the life of unionism. None know this better than labor leaders. They have a slogan: "Agitate, educate, organize!" But "agitate" comes first, and is the most important. This activity is good for the paid walking delegate, but it is ruinous to business, and calamitous to the industrious workingman. When a workingman stops to consider the amount he has paid in dues to his own union, the amount in assessments to assist other unions in trouble, the amount he has lost in wages by going out on strikes, he sees at once that the union has cost him much, and gained him nothing. The average workingman does not desire to belong to a union. He does not attend the meetings. He only belongs because compelled. A few men run the meetings, run the unions, and bring on all the labor wars. The few gain by it—the many suffer.

This condition of things should no longer be tolerated. The boycott should be stopped. The citizens of the State hold this evil in the hollow of their hands. Let them declare against the boycott, and it is doomed. Watch your employés, and discharge boycotters. Patronize boycotted firms. When boycotting becomes dangerous, and boycotts help more than they harm, boycotting will cease.

EXHIBIT C.

SAN FRANCISCO, May 12, 1892.

J. J. O'BRIEN & Co., *San Francisco:*

GENTLEMEN: The Board of Manufacturers and Employers of California is informed that many of your clerks are in the habit of parading Saturday nights before the stores of C. Curtin and the Maze in a boycotting procession. The names of five of your clerks who were in the parade of last Saturday evening are as follows: Fallon, Walsh, Manigan, Ballard, and Carroll. The Board begs leave to call your attention to the inclosed manifesto issued on the subject of boycotting, and requests that you will take measures to prevent your men from participating in methods so disastrous to the welfare of the city.

Respectfully,

GEORGE C. WILLIAMS,
Secretary.

EXHIBIT D.

DECLARATION OF PURPOSES

Of Council of Federated Trades of the Pacific Coast.

For the purpose of extending, strengthening, and perpetuating the organization of labor on the Pacific Coast; to improve its present social condition; to resist the imposition of additional burdens; to mitigate the evils of unjust and unnecessary legislation; to enforce existing laws in favor of labor, and especially those in favor of eight hours as a day's labor, and against contract, convict, and Mongolian competition, and to disseminate knowledge, and in every practical way advance the material welfare of the workers, individually and collectively, the various trades and labor organizations of the Pacific Coast do constitute the following rules for their federative association:

CONSTITUTION.—ARTICLE VIII.

SECTION 1. Where a union desires to prevent a grievance to, or ask for a boycott for the council, the statement of the cause of complaint, indorsed by a three-fourths vote of all the members present at a regular meeting of the complaining union, shall be presented to the Executive Committee of this council, which will carefully investigate and endeavor to amicably adjust the difficulty. The committee will report the result of its investigation to the union involved, at its next regular meeting, of which all members shall have been notified by either postal card or letter. After a thorough discussion of the trouble, should three fourths of the members present, by secret ballot taken in the presence of the Executive Committee of the council, decide in favor of a boycott, the organization shall immediately notify the council of the action taken, and the number of union and non-union men involved.

SEC. 2. At the next meeting of the council, the Executive Committee shall report the result of its investigations and the action taken by the union. After a thorough discussion of the question involved, should three fourths of the delegates present decide in favor of a boycott, it shall be so ordered.

SEC. 3. After a boycott has been declared by a union and indorsed by the council, the Secretary of the council shall immediately notify all affiliated unions and sub-federations, under seal, of such action.

SEC. 4. When a boycott has been declared off, the Secretary of the council shall immediately notify all affiliated unions and sub-federations, under seal, of such action.

SEC. 5. Any delegate or union notifying any affiliated union of the levying or removal of any boycott, before the council has taken official action, shall be reprimanded, fined, suspended, or expelled, upon conviction thereof.

SEC. 6. Any delegate, affiliated union, or sub-federation using the name of the council for boycotting purposes, without the indorsement of the council, shall be reprimanded, fined, suspended, or expelled, upon conviction thereof.

SEC. 7. The names of all persons or firms to be boycotted by a union for patronizing any boycotted person or firm, must be first submitted to the council for indorsement.

SEC. 8. When a boycott has been granted to a union, it shall be prosecuted with the utmost vigor until the end sought for is attained. When a union receives permission to levy a boycott, and fails to vigorously prosecute the same, the council may then declare the boycott off, after one week's notice of such intention has been given on the floor of the council.

SEC. 9. Any union to whom a boycott has been granted must be prepared to defray all expenses which may be necessary to prosecute such boycott.

EXHIBIT E.

MARCH 7.

Mr. JAMES H. ROXBURGH, Secretary Executive Committee Federated Trades:

DEAR SIR: Your communication duly received was presented to the Board of Directors of this association at its regular meeting this afternoon, and I am authorized in reply to quote the following extract from the constitution of this association, to wit: "That in case of a strike or a boycott in any of the different trades represented in this association which cannot be settled by the trade involved in such difficulty, it shall be the duty of the Board of Directors to investigate the trouble, act as an arbitration committee, or recommend such means or take such steps to end the strike or boycott as it may deem advisable or necessary," and to add the ——— of the Board that as the various organizations represented in this association have not requested its action, any conference on the part of this association with any organization, except on such request, is deemed inexpedient and unjustifiable.

Yours respectfully,

SHOE TRADE.

The manufacturing shoe business in this city is not satisfactory. The Chinese were a disturbing element, but they have been largely displaced by cheap goods of Eastern make. Manufacturing costs less there than here, because of lower rents, wages, and the greater volume of business, admitting of a better division of labor than is practicable here. California leather is to some extent shipped East, made up, and the shoes returned and sold in the market. Labor troubles have also had a depressing influence. One firm moved to Lynn, Massachusetts, chiefly on this account, and others for the same reason decided not to go into business. Their cause operated against the workmen as well. In the struggle to rid themselves of Chinese labor, the white labor stamp was devised, but with its use they imposed conditions which led to strikes and lockouts.

Strikes have been caused by reduction of wages, by introduction of improved machines, and by resistance of employers to union rules. The present situation is much like that of a drawn battle. The shops declare they will employ none who belong to unions that affiliate with the Federated Trades; the men nominally, but only nominally, sever their connections with the unions, and go back to their old places without any material change in wages. This, for the time being, puts an end to the enforcement of shop rules by the unions.

TUESDAY, June 14, 1892.

TESTIMONY OF WALTER ROSIE.

Sworn. Examined by Mr. McGLYNN.

Reside in San Francisco, and am a manufacturer of boots and shoes. Am a member of the Manufacturers' Association—my company is. I am not an officer of that company, but I am Chairman of the Associated Boot and Shoe Manufacturers. Have been engaged in business in this city twenty-five years. At the time of the formation of the White Labor League the condition of trade was good. The Chinese at that time cut quite a large figure in the manufacture of boots and shoes. My company was an employer at that time. Most of the employers at that time employed Chinese, I think, though I am not certain. There was much complaint about the competition of Chinese. The White Labor League, I think, was formed out of an old shoemakers' union that formerly existed, and I presume that the complaint in regard to the Chinese was the principal cause of its formation. So far as I am concerned, I look upon its formation with favor in order to destroy competition of the Chinese, and I think to a certain extent they accomplished that end by advocating the use of white labor, and so forth. I do not think there was any boycotting in those days, though I am not certain. I did not advocate the use of the boycott. I am under the impression that we aided the league financially, though I would not be certain. I was not opposed to boycotting Chinese, and I was not opposed to boycotting white men handling Chinese goods. I did not do anything in that line. I don't think boycotting a legitimate mode of warfare, and am opposed to it. I am not prepared to give an opinion as to when I would deem boycotting to be a proper course for the trades union to pursue. I do not believe in calm submission on the part of trades unions to any demand or situation that may confront them. I have been a member of a labor organization. It did not at that time advocate boycotting. I don't think it was invented then.

I belonged to the Crispins in this city. I think that the agitation conducted by the White Labor League against the Chinese was partly the means of driving them out of the business to a certain extent. The Chinese were then conducting business, both manufacturing and working for manufacturers, and the efforts of the White Labor League assisted in driving the Chinese out of the business, both as manufacturers and as laborers. It and other labor organizations in San Francisco inaugurated and kept up that agitation, and there seemed to be a general disposition on the part of all people against them. I know of several members of our organization that formerly employed Chinese, and it is a matter of record that most of them did. Speaking for my own company, there has been very little change in the rates of wages since the time before the organization of the White Labor League. Since 1881 we have increased the product of our factory. I think the White Labor League have continued their agitation until within recent date. I do not know how long it is since they have received assistance from the Manufacturers. I think as late as two years ago we paid money to the league. I think it must have been three years ago. Since that time they have continued their organization, but the agitation, I think, has ceased. I think the object of the league was to run out Chinese labor.

I think that one of the great features or factors in running out Chinese shoes was cheap Eastern manufacture. I do not think that the agitation increased the local product.

Our business has decreased in the city of San Francisco for the last eight or nine years constantly, on account of the competition of cheap Eastern shoes. I think there has been an agitation conducted by the White Labor League against cheap Eastern shoes, but I do not think they received any assistance from the Manufacturers in that line. I made use of the labor stamp until it was demanded from us by the association. No reason was given for that demand. A substitute was not offered. There was a set of resolutions that were offered; there was no stamp, but I think they agreed to furnish one. An offer was made of the substituted stamp to the entire Manufacturers' Association, which offer was rejected on the ground that there were too many conditions attached to it, as we thought we would have to sign our entire rights as manufacturers away. One of the objections, I think, was that we were not permitted to hire any men only those that the union should approve of. Our principal objection to accepting another stamp at the hands of the union was the way the union had handled us.

[The agreement and resolutions are offered in evidence, and marked Exhibit 1.]

Another objection was that we could not sign a proposition that would make us employ men to do work that could be done by a boy. The expense of attaching that stamp to our goods was another objection. Another was the clause stating that the regulations now in force, or that might be adopted by the union in future, should govern us, so that we would be signing to give them the privilege to make any rules or regulations that they might see fit thereafter. I have run a union shop, but those conditions were not in force at that time, and we made the rules that governed the workmen ourselves, and the union had no rules relating to the stamp.

In regard to attaching the stamp to the goods, the Shoemakers' White Labor League demanded that we should hire men specifically for that purpose, and that was work which would not necessarily require the services of a man. We did not investigate to see whether a member already in our employ would serve to attach the stamp under their rules and regulations; we just refused outright. I think it was in February, 1892, that the rejected stamp was offered.

Some of the members of our association handle Eastern goods, and I presume they purchase some of their raw material in the East. I think they also purchase some of their partly made goods in the East; we do also, but the same goods are not made in this city that we purchase East. Some men left our employ, and the federation demanded that they should be reinstated, and those were the only conditions on which they were willing to arbitrate. We considered that they left without cause, and consequently would not take them back; and we could not agree. There was no point for arbitration; it was simply a question, you must do this or be boycotted. We had found it necessary, in making some changes in our business, to discharge a foreman and employ another, and he refused to do the work which he was told to do. One man said that was not his work, and he was let out, and we asked another man and he said I cannot do another man's work, and he was let out. Then the Shoemakers' White Labor League ordered a strike

in our sole leather department, which, of course, would block the entire shop; they ordered eight or ten men in one department to stop work, and it necessarily blocked all the rest. We immediately replaced these men with whomever we could find to fill the positions, and the union endeavored to pass a boycott. The federation, I believe, acquiesced and sent it back to the union to be indorsed, which they were unable to do, and finally it was declared off after some three months backing and filling on the proposition. That was the cause of our trouble; we had a three months' strike.

I don't think I ever, in a meeting of the White Labor League, went on the floor and advocated the taking off of a boycott on Butterfield & Co. We did not make a promise to put an exhibit in the fair and thereby break faith with the league by refusing to put it in. In regard to the strike in our sole leather department, when we employed a man to work there we considered that his time was ours, to work in that sole leather room for the ten hours that he was there at a dollar a day, or whatever it might be. I do not wish to be understood that I expected such a man to do work that was worth \$3 50 a day. The trouble was not first caused by an attempt of one of our foremen to buy cut leather. I believe there were several controversies with our foreman on the question of wages in that room. I don't know what the wages were previous to that trouble. I cannot tell you what wages we pay now without looking at the books to find out. I claim it is Eastern competition that causes the dull times here. It is our particular business as to whether our association pays 12 to 15 per cent on the capital stock invested. I wish it would pay 20 per cent; I would like it so much the better.

Our factory became a union factory under a request from the union, and we had no objection; there may have been something else, I don't know. There was no understanding between ourselves and any parties as to unionizing the factory. I do not think there were promises made on both sides. It was a matter of indifference to us whether our men belonged to the union or not. I am President of the Manufacturers' Association, and I know that no black-list exists, and I never made a statement to the newspapers to the effect that one did exist. I never saw any such statement in the papers.

Cross-examined by MR. NICKELSBURG.

At the time the Chinese were employed in the factories conducted here by white people I do not know the number of Chinese employed; I don't know what proportion of Chinese to whites. There are less white shoemakers employed to-day in San Francisco than when the Chinese were employed jointly. Chinese goods have been replaced by Eastern cheap goods. I should say as my opinion that there are double the amount of goods imported from the East as compared with what the Chinese make here. At the time of the Chinese boycotts, I think they were conducted by advertising the people that carried Chinese goods, or something of that character, and committees of labor organizations, etc., visiting the houses and requesting them not to deal in Chinese goods.

I think that arbitration should always be the first measure. The constitution states that no member is eligible to membership unless he agrees not to employ Chinese; but there is nothing as to wages; every one suits himself as to that, or agrees with his workmen. I used to use the

white labor stamp. Speaking for my own firm, our trade has decreased gradually in San Francisco; it is less in San Francisco, probably by 20 per cent. It has been a gradual decrease for the last seven years. We have increased our trade in the interior. The cause of the decrease is the desire of the people to buy cheaper shoes than we can produce in San Francisco, I presume; we import no shoes. When the new stamp was offered last February by the union, I was a member of the Manufacturers' Association, and I understood that the association was working under an agreement with the White Labor League; that it could employ and discharge anybody they pleased. The block system is that if there is trouble in a factory, or a union man leaves a factory, the union permits none of its members to take work in that same factory, nor anybody else if they can prevent it.

[Agreement offered in evidence, and marked Exhibit 2.]

At the time we became a member of the association this agreement was in existence. At the time the new stamp was offered to us this agreement was in existence, and that was in direct conflict with this agreement, and so considered by the association. There is a great deal of raw material imported from the East, the principal portion of which is material that they do not manufacture in California, as, for instance, the finer grades of calf skin and kid. We did not belong to the Manufacturers' Association when it was first started, although I believe we were asked to join. We did not think we had any reason to join. We thought our relations were such with our people, generally, that we would not have any occasion to join any association to protect ourselves. The action of the Shoemakers' League towards us afterwards caused us to join. They endeavored to boycott us, and caused us a great deal of trouble, and we considered that when people we thought our friends, and that we knew we were friendly to, treated us in that manner, we had better leave them and take up other friends. It was in 1892 that we joined the association. It was immediately after our troubles with the workmen that we applied to join; but we had to wait three months before we were elected, and during the time of our troubles the association had nothing to do with us. We joined on the 2d of January.

Reexamined by MR. MCGLYNN.

I know of members of our association who handle Eastern goods, but all of them do not do so; there are probably five or six who do so, and those five or six constitute the great majority of importers of boots and shoes. My opinion is that the jobbers here have lost the city trade. The importation of Eastern goods began, I should say, when the State was first settled by Americans, and as the State gained in population it increased gradually. The breaking off of the agreement was caused by the demand of the Shoemakers' White Labor League for the stamp and the presentation of another set of agreements, etc. The presentation of the second set of agreements applied only to the use of the stamp. The stamp was demanded back before the other agreement was offered. I have read the agreement [Exhibit 2]. I couldn't tell you whether I ever found anything in it mentioning the stamp; I would have to read it again to refresh my memory. I see that it has nothing to do with the stamp at all, so that the second proposition had nothing to do with that. They demanded their stamp back, and that was an

understanding that they were severing connection with the agreement. I do not think it was understood that the use or disuse of the stamp cut any figure in the agreement. I read this at the time we made application to join, and considered it was a good thing. It says they can employ whom they please, either union or non-union men. There is nothing in it governing the use of the stamp, but there is in the other. At the time we entered the association I think all the members used the stamp, though I am not positive. I do not know under what conditions they received it. I think there was a change in the conditions when they took it. Originally I don't think there were any conditions with the stamp, only that they should not put it on Chinese goods, and that it was to be in the custody of the union. I considered the presentation of the second proposition a voluntary breaking of the first agreement. They demanded the stamp and took it away, and when we delivered up the stamp all agreements ceased. There was no arbitration offered by anybody on that point as to the acceptance or rejection of the second proposition governing the union stamp. The stamp first used was used under an agreement by all the manufacturers here. I don't know why the stamp was taken away from us. I signed an agreement for the use of this white labor stamp, and I think it was given to Mr. Sullivan, who took the stamp away. He demanded the agreement of us, and we did not question his authority. He demanded it as Secretary of the White Labor League, and we delivered it up. We had not violated the contract, and I don't remember at the present time what the grounds of his demand were; it was simply a demand for the stamp, that was all.

The fact of our yielding up the stamp was not the result of a vote taken by our association to do so. I think the Boot and Shoemakers' Association did agree to deliver it. It was demanded first, then we agreed to deliver it. I think it was delivered within a day, or the same day, of the demand. I think between the demand and the giving up of the stamp our association held a meeting, though I am not certain. That would be a matter of record. They did not vote upon it before the request was made, and consequently our association must have had a meeting pending the final answer. A demand was made for the stamp, and as there was nothing else to do but to deliver it up, we did so. I do not know whether any member of the association yielded a stamp before that vote was taken.

I approved of wages being left as a matter of individual arrangement. We believe in dealing with our men about wages. I do not propose to permit others to interfere with what we pay our men at all. I think a uniform scale of wages would be a benefit. Our association has no rules tending to establish a uniform rate. The association only attempts to aid the business of its members by doing it against trades unions.

Re-cross-examined by MR. NICKELSBURG.

Of the manufacturers who are also importers, some manufacture more and some less than we do, but most of them more. I presume the reason that they import is that they can make dollars on importation while they only make nickels on what they manufacture. I don't think that they import goods that they can manufacture here. Work is not done in every factory alike, and consequently a uniform scale could not be established. Nearly every manufacturer has a different way of doing

his work. The retailers are the largest importers; probably twice as large. At the time we had our trouble when we discharged the foreman no committee waited upon us, and the Shoemakers' League did not protest against his discharge. The Shoemakers' Union is the same as the White Labor League. We addressed a communication to the Federated Trades explaining the difference between us and the men, and I think I made a claim to be permitted the same conditions as the balance of the manufacturers, and never got any answer to the communication. I think I have written three times.

Reëxamined by MR. MCGLYNN.

The demand to reinstate those men was not withdrawn, and we were not permitted to pick out men of any number. I think our people, however, agreed to put on union men again, but did not say who. The Secretary of the Shoemakers' Union brought the same force right back again, and of course we refused to employ them. It is possible that there was a shop meeting held and a committee appointed to wait upon the Superintendent. It was not understood that the man was discharged for incompetency who was supposed to have caused all the trouble. He was discharged because we did not want him.

TESTIMONY OF GEORGE K. PORTER.

Sworn. Examined by MR. MCGLYNN.

Have been a boot and shoe manufacturer in this city since 1864. Am a member of the firm of Porter, Slessinger & Co., manufacturers and importers of boots and shoes. I began here first in 1868 in the city of San Francisco. I went three or four years away from here and conducted a business elsewhere, and came back again. I was engaged in business here when the Boot and Shoemakers' White Labor League was formed, and am conversant with the conditions of the shoe trade at that time.

When I first started here, early in the seventies, I employed a few Chinamen, but never learned any of them a trade, there being an agreement in the firm with which I was connected that we never would. We continued the employment of those Chinamen perhaps a year or two. I did not understand the object of the organization of the White Labor League. I have witnessed some of its work. I think I can exhibit to you a statement of grievances, and a schedule of prices, and the conditions were intolerable, and I went out of business as a result of the thing, just as quick as I could get out. I am speaking now of the order of St. Crispins, which was a boot and shoe organization of the same character as the White Labor League. I supposed that the two associations had the same object. The St. Crispins did not inaugurate any action against Chinese goods.

The agitation commenced in the seventies, and was the general feeling of the country then; there was a general feeling among the resident population here, that with that great nation there, to leave the door open to come in here, would flood and drown us out in every department. It was not confined to any one branch of business, it was a general feeling of safety for the people, and it became a political question. There was

a general endeavor to drive the Chinese out of the shoe business, which endeavor I heartily indorsed. The Chinese agitation waxed about the warmest at the time when the first treaty was negotiated with China to stop their coming, and to let them pass out gradually. There was an endeavor, and a general inclination on the part of the public at that time, not to patronize any industry in which they were engaged, any more than ordinary circumstances required, in order to accomplish the end and purpose which it was the general belief of the public was the true interest of the community. I have no knowledge of labor organizations leading in that sentiment. I think the Chinese were more generally engaged in making boots and shoes than in any other occupation, hence it would be very natural, and, I presume, was the fact, that the shoemakers took more active steps against it. I have no knowledge of the part the White Labor League took in the agitation. I heard, and conversed with the men about it, but I never knew any further than they were sometimes making extra efforts to promote their business by making general sentiment and working that way.

The St. Crispins agitation was in 1868, and died out shortly afterwards. The early organization here was a very rank affair, and the latter organization I don't know anything about, only as I have come in contact with its officers, and in conversation with the people that composed it. I have in my employ many men who are members of it; and I also met a Mr. Sullivan several times who claimed to be the Secretary of the organization; but it was some kind of a boot and shoemakers' union, a White Labor League and a Federation of Trades. I never could get the whole thing straight in my mind, it was so interwoven. I never had any particular complaint against the latter organization. I never had much of any trouble with them. I have always got along pretty well. I have not posted an order refusing employment to any of its members. Am a member of the Boot and Shoe Manufacturers' Association. There was an ultimatum issued by the Shoemakers' Association which I think we posted up. I signed the agreement relating to the stamp. Under that we were to go in and use the stamp upon all goods in which no Chinese labor was employed. We ran it some years, and Mr. Sullivan called for the stamp, and said they wanted to make different arrangements. We didn't claim we had violated the contract, and I denied his right under those circumstances to take it away, as it was liable to injure us in our business, as people had become accustomed to seeing the stamp on our goods. He claimed they had a right to terminate the contract on their own motion, and he came back with another agreement [Exhibit 1]. That agreement wanted to put the conduct of the business and the factory entirely out of the hands of the firm, so far as the prices of labor were concerned, and I refused to enter into it. I was present at the meeting of the association when that matter was considered. I don't know whether it was voted upon or not; but I know each member gave his views.

I think that Chinamen should have the same unrestricted right to earn a living as his fellowmen, and I have the right to hire him or not just as I have a mind to; and the Chinamen who are here under the law have the right to receive the protection of the law. I never lent myself for the boycotting of Chinese-made goods. Of course I used the white labor stamp as a means of hindering and delaying them from obtaining advantage in the rooting out of the balance of us. Of course the Chi-

nese had engrafted themselves upon the producing element to such an extent that to immediately expel them would be a great injury, but a treaty was formed by which they were checked by degrees, and as fast as they went out they did not return, and thus the community would gradually supply their places with white people, and would not be subjected to a violent stop. I objected to the Chinese because their mode of competition and wages were so low as to render competition with them impossible. They were numerically our superiors in such vast magnitude and force that without checking them we would be in the end destroyed as a people and a union. I think white men should receive such wages as the parties agree to.

I object to the White Labor League, because it establishes a scale of wages, demands the hours and how a man shall work, and when he shall work, and what he shall do, and whom you shall employ and whom you shall discharge. And I have noticed that the leaders in these unions generally crop out in some political fight or something of that kind, and work the others for their personal benefit more than for the common good of the organization. They compel men to join them who do not wish to, and it has a tendency to destroy and impinge upon the rights of man.

There is no way in which Eastern competition can be prevented, unless you were to wall the city in and make it an exclusive country, and the law of supply and demand must govern. I am a believer in high wages. I want to make the wages just as high as they can possibly be. I want to uphold my race, my people, my country, to the highest degree of perfection which it can possibly obtain; and I do not see any other rule that can be applied other than free competition in labor, but I do not believe in allowing free competition in labor except in American labor. I draw the line outside the American territory.

The East is a part of our common country, and governed by the general laws of trade that affect us all. We have to compete with them. These trades unions are not governed and don't take into consideration what we have got to contend against on the outside, but their peculiar effort is to elevate the wages of people here. They go ahead and get up these boycotts, and they stop this and they stop that. There is some boy in some shop that is not getting as much by ten or fifteen cents a day as he ought to have. That is a *casus belli* in their line. They go to work and they make it common cause, and they go through the formalities provided for by their organization and put a boycott on this fellow's shop; and while he is shut up, in slips a cute and cunning gentleman from the East with a little gripsack in his hand, who is making a specialty of some line of goods, and he sees this fellow whose shop is shut up, and through him he introduces his goods, and he undersells us; and the trade is decreased here, and we are in a bad condition, and the manufacturers of San Francisco are on the wane in every industry that I know of; and I think the fault is more directly owing to these labor organizations than to any other. These organizations here wanted to sustain labor at say twice the rate they pay East, and the result is they cannot do it, because these fellows buy these Eastern goods. You can find an Eastern drummer every day in any town of any size in this State, and they are driving us to the wall. The product from our factory is declining right along. We have made more in numbers than we formerly did ten years ago, but much less in value. The wages of

shoemaker employes run from \$5 and \$6 up to \$24 for men. There are very few men who get \$24. It takes a very expert and skillful man to earn that; a man of very wide experience, a man that has been fitted by nature for his calling.

I cannot tell you how many men I employ on an average, and I don't go into it half the time. I have got so sick of the factory, and looking at it, and I don't care if I never go into it again.

The reason Eastern goods sell cheaper than ours, is that their labor is much cheaper; they have a wider range of market; they have a greater volume of business; we are hemmed into a little place here, and are not able to conduct our business as those people conduct it. There is no part of the world that ever I was in that runs factories as they are run in San Francisco. You can go into several factories that are here, and you can find everything made, from the common kind of a shoe up to ladies' French kids. It is not possible to do that way and compete with the men who run on a specialty, and have a large volume of business. The volume of business here is such as will not permit us to conduct it on the Eastern plan, and confine ourselves to a specialty.

I cannot tell you the details of the prices they pay here. I can tell you in regard to the leading lines; a man that is any kind of a cutter gets \$3 to \$4 a day, that is, day work; and about nine tenths of the work done in the factories is piece work, and would cut the largest figure in determining wages. They have a better system in the East, and have better opportunities, and have more skillful people. One great trouble with the shoemakers' organization is to get up a laster's laster, and it is all subdivided into these different things. Here is a man, for instance, who lasts the shoe on this gentleman's foot, and there is another one who lasted mine; well, here is a man, a laster's laster; the man who can last one can't last the other.

I know that the majority of workmen do not belong to trades unions. I do not think the majority of sailors belong to the union, because I think the union is composed of those fellows that run up and down the coast; I don't think the deep-sea fellows belong to the union at all. And another thing, when I go out into the country and see a man that gets up in the morning with the sun and retires when it goes down, works all day, and does more manual work than any of these people in these organizations, and I see him working for a dollar a day and his board—when he comes down here and wants to better his condition, and he wishes to go in and learn a trade, he meets a trades union, and when he wants to go in somewhere he can't go in because they have made a law that he is obnoxious and he must be put out.

I don't know whether all my employes are union men; I never asked them. I don't know that any notice was posted in my establishment that no union man will be employed. If any rule has been passed by the firm that union men should not be employed, I know nothing of it. But I believe I have the right to employ whom I please and discharge whom I please, and whenever any organization should take away, or undertake to take away from me my legal and constitutional rights, I will join any association to prevent it. My foreman was not instructed to refuse a situation to men belonging to the union; but we propose to shut the factories up, and I won't run business under that principle that allows a lot of men that have not got a cent's interest in an institution to dictate this and that and the other, and just what shall be done.

I will shut the doors up first. My foreman has no instructions either to employ union men or non-union men.

The getting up of this ultimatum, as I have been told, was caused by some little thing about using a new machine that ran double instead of single. I have never seen the machine nor examined the question. It was a machine that was introduced in Cahn, Nickelsburg & Co.'s shop. I am not aware that the trouble with Cahn, Nickelsburg & Co. had anything whatever to do with the shoemakers, because when the shoemakers boycotted them the whole league boycotted them, as I understood it. Sullivan was my authority generally on these subjects. I saw a lot of it in the paper, and it was generally reported that they were boycotted by the Federated Trades.

A foreman in our factory could discharge whom he pleased. I presume a foreman of a department would try to conduct it to the best interests of the concern, and if a person were deficient in this, that, or the other, he would exercise his judgment; but they have never had any orders on employing or discharging anybody. I do not know that within the last two or three months I have noticed any stamp that was placed upon Eastern goods that designated a labor union. I know that the goods that we get from the East generally have not that stamp. I have seen a shoe here that has got a kind of labor stamp, but as a general thing they have not, and the general buyer don't care a cent, and it is a matter of no interest to him, as far as my observation goes.

We used to have a large trade in Oregon. I do not think that it was cut off by there being only one railroad out of the city. I don't lay everything to the railroad. We had a large trade both in Washington and Oregon previous to the opening of that country through the three railroads entering it. I know that the sole leather and other leathers have been taken from this city back East, manufactured into shoes, and reshipped to California, and under much higher freights than they have now. Some years ago I visited different shoe factories throughout the East. I went East in 1866, and observed and studied the thing in its greatest detail. I wish to qualify my statement that the retailers in this city were the heaviest importers, by stating that there is more imported by the retailer in this city than there is purchased here of our local manufacturers, or of the jobbers here; that they themselves import directly. About all of them import directly, from what they tell me. The biggest part of our Eastern goods are sold in the country.

[The further hearing of the matter was then continued until Wednesday, June 15, 1892, at 1:30 P. M.]

WEDNESDAY, June 15, 1892.

TESTIMONY OF J. C. O'HARA.

Sworn. Examined by MR. MCGLYNN.

Am a shoemaker, and live in San Francisco. Work in P. F. Nolan's shoe factory, on Stevenson Street. Have been working in this city at my trade for very nearly four years, and previous to that in the Eastern States—in New York. Have never worked in Massachusetts, and am not conversant with the wages paid there. Am familiar with the wages

paid in New York. I worked throughout the State of New York—New York City, Rochester, Syracuse. I am a member of the Shoemakers' League, and have been for pretty nearly four years. I joined upon my arrival here. I believe there has been some change in regard to the way it is constituted since that time, but no material change. I am not conversant with the facts that led to the substitution of the union stamp or the white labor stamp; but what I learn about that stamp is that they were going to call in the old stamp and issue a new one, and they did so. They made a request on employers to keep the old one and take the new one, and I believe they refused to do so. That is as far as I know about it. The agreement upon which the first stamp was taken had been violated by the manufacturers, and in order to circumvent them and make them conform to certain conditions, the new stamp was issued and the old one called in. I did not learn in what respect the agreement was violated.

Our organization has always labored to convince the people of this coast they were injuring themselves and the white labor mechanics of this coast by purchasing anything that the Chinese should manufacture or make; we did not confine our agitation with efforts against the Chinese only. I think that the ground was taken that to benefit labor they joined hands with other organizations to elevate the laboring men in other branches of industry. The object of the league while I have been a member of it, was to issue circulars to consumers of boots and shoes throughout this coast, calling upon them to purchase nothing but goods made by white labor, and showing them that it was to their advantage to do so. By doing that, the White Labor League thought that they were not only helping themselves, but were helping the employers whom they were working for. The circulars called upon them to refrain from purchasing anything that had not the White Labor League stamp upon it. I was not on any of those agitation committees. I have been working at Nolan's since I have been in the city, and during that time wages have not been changed in that factory. I have heard of changes in other factories from members who have left those shops at various times and been out on a strike. I know that men were out in Jones'; and they were out in Cahn, Nickelsburg & Co.'s on the question of wages, I understand, and they were out in Nolan's for awhile; but I believe it was settled in a day or two there. I am familiar with the wages paid in New York, and I should say a man there would make about the same wages there as he does in California. That has been my experience, of course with some few exceptions in favor of California; but those exceptions do not cut any material figure in the total trade. I do not think that the difference would increase the cost of labor enough to make any material difference in the price. The New York shoe trade was organized at the time I was there. I do not consider the rules in California more arbitrary than they were in New York. I do not consider them arbitrary whatever.

Cross-examined by MR. NICKELSBURG.

In New York I worked for Bock Bros., on Greenhood Street, and I worked on Duane Street during 1871, and also in 1870. Prior to 1888, before coming here, I worked in St. Louis, for Hamilton & Brown; prior to that I worked in Philadelphia, for Wildman & Co., and prior to that in New Jersey. There is an established rate of wages in the East,

throughout the States of New York, Pennsylvania, Illinois, and Ohio, as to men who run machines, and the other branches also, such as lasting. I get my information from the various factories that are running in those several towns which I have mentioned. I am in correspondence with most of those factories from time to time. Wages in the East have not changed much, if anything, since I came here. I learn that from men who came here within a month or two. The best goods are made in New York, though in Nolan's I think they turn out as good a shoe as any I know of. I am not familiar with the wages paid in the New England States. In Rochester I believe the workmen are organized in the Knights of Labor assemblies. If they have broken up in Rochester it must have been of recent date. P. F. Nolan is a manufacturer, and sells goods direct to consumers. He also has retail stores. The major portion of the manufacturers in the East sell to retailers. They are more particular with their goods there than here. Hannan & Son, of New York, make a very fine line of gentlemen's goods, and they had at one time a very large business. I do not know whether that list that you show me is a correct list of the wages that they pay or not. Nolan pays a man \$24 a week for sewing the Goodyear welt; we do not have any piece-work on that. For lasting Goodyear welt they pay 27 cents a pair, and that includes tacking on. I think they pay 28 cents a pair for bottom-finishing, but Nolan has a man that finishes the shoe from the rough to the box, and the way they subdivide it East is to have one man covering the top piece and another man burnishing it, and so on, and they employ boys to do that; but out here they employ a man to do the whole thing. [The list shown the witness is marked Exhibit 3.]

The employers violated their agreement in regard to the stamp by hiring non-union men. My impression is that they had agreed to hire no persons except such as were union men, and under those conditions they got the stamp. We never boycotted any Eastern goods; we simply made a request in regard to that in our circular. We did not issue those circulars with the intention of boycotting. So far as I know, the boycotts directed against people in San Francisco in the shoe line were only against those who employed white labor. In Cahn, Nickelsburg & Co.'s factory the strike was caused by some difficulty there in relation to wages—I understood in connection with the lasting; it was settled in a day or so, but how it was settled I don't know.

Reexamined by MR. MCGLYNN.

In addition to working for Nolan, I also worked for Jory. I am not familiar with wages paid in this town outside of Nolan's.

TESTIMONY OF J. J. GILFOYLE, JR.

Sworn. Examined by MR. MCGLYNN.

Am a resident of San Francisco. At present am doing nothing to speak of, but formerly worked at shoemaking. Am a member of the White Labor League. I joined the organization through force of circumstances, through a notice posted in the factory about seven or eight years ago, and within the past ten months have attended the meetings regularly. Have not held any official position in the league, except

that I am at the present time delegate to the federation, which position I have occupied since January last. There was a notice posted in the factory which requested of the firm that we all join the league, and it was understood from those who were appointed from the committee of the old league that any person refusing to join the league would be discharged from the firm—the United Workmen's Coöperative Boot and Shoe Factory. That information was conveyed to me by the members soliciting me to join, and the only part the firm took was in requesting persons to join. About two years ago, when samples were obtained, I believe, from the manufacturers in this city, and there was what was known as the Leather Federation, composed of the tanners and curriers, and the boot and shoemakers, the committee subdivided themselves into small committees, that went around and advocated California-made goods, and at the same time took with them Eastern goods which they cut up and passed among different members of the union, showing the difference between the leather in an Eastern shoe and the leather in a California shoe. The difference was that in some Eastern shoes there was a kind of a pasteboard put into them, and that also there was only one nail went through and another one only half way through, the object being to show the inferiority of Eastern-made goods.

There was a public exhibit made at the fair. It was understood that all the boot and shoe manufacturers would place an exhibit at the fair, and they all did so with the exception of one firm. The exhibit, I believe, was under the supervision of the Leather Federation. That agitation continued for ten or eleven months. At the end of that time the Shoemakers' League did not agitate any further, for the reason that there were a great many people working in different factories who would not pay their pro rata and contribute towards the support. I don't think that the manufacturers assisted financially in that agitation outside of the exhibits they placed in the fair. They were their own goods, but I believe the league paid for the placing of the different shelves and whatever was necessary for the exhibits.

I have seen a copy of a notice that was posted in the different combination shops of this city after the boycott was levied on the firm of Cahn, Nickelsburg & Co., which forbade employment to members of our organization. By combination shops I mean those that are inside of the association—the shoemakers, employers, etc. This boycott was not placed by the Shoemakers' Union, but by the federation, on a demand or appeal from the Shoefitters' Union, and the Shoemakers' Union took no official action whatever in that regard. The Shoemakers' League received no official request from the manufacturers concerning this boycott. That order against the employment of league members is still in force. That order was enforced when it was placed up.

The President of our association was discharged from the factory of J. C. Nolan on the morning after that notice was published. Mr. Strasburger was discharged from the firm of J. C. Nolan on the morning after that notice was published. Mr. Haskill went to the office of the United Workmen's factory, and was asked if he would leave the union, and he said no, and was informed that there was no employment. Those are the only two instances that have come to my knowledge. I have pretty positive proof that there is a black-list in existence. The first is an acknowledgment made by Mr. Nickelsburg to the Secretary of the Shoemakers' Union that it is business courtesy not to employ anybody

discharged by the United Workmen, or that was out on strike. That acknowledgment was not made in my hearing. Then there were statements that were supposed to be made by both Mr. Nickelsburg and Mr. Rosie, in the papers, during that trouble, that a black-list did exist. I went into the factory of the United Workmen in August, 1883, and left them in August of last year, and have been doing nothing to speak of since, although I ran a laundry wagon for awhile. One man told me that he had seen the list that was black-listed from Nickelsburg's factory by the boot and shoe manufacturers. The association black-listed me, and discharged me for obeying the orders of the union. Black-listing, in my opinion, is a firm that refuses, or a set of firms that refuse, to hire a person whom they think belongs to an organization, and a person that has obeyed the orders of that organization.

I have been led to believe that we are in a free American country, and that no man is a slave, and when a man was locked out on the street it was nobody's business whether he belonged to another firm or not; that if the firm that was not in the combination desired his help that he was entitled to hire him.

I was about 17 years old when I first went to work in the United Workmen. I earned then about \$4 50 a week for about a year, and then got \$6 for a little over a year, and then \$7 50; then I might have worked a year and a half before I got another raise. Then I worked once about two years, and I was getting \$2 a day; then I struck for 25 cents a day extra, and I had to quit to get it. When I left there I got \$2 25 a day. Outside of the foreman, the man that was putting up the out-sole stock, and the man running around the machine, I believe I was the highest paid man in the room. There were three men that were paid higher wages than I, and they were there less time than I was. The man that I succeeded got \$2 50; I got \$2 25, and at the same time had to do the same amount of work. The factory was supposed to be a union factory. Every man in it was supposed to be a union man. The foreman of our room was discharged; a committee from the shop waited upon the Superintendent, and the Superintendent informed the committee that the man was discharged for incompetency. The men working in the shop were asked whether this man that had taken his place was a competent man or not, and they informed the union that he was not. The new foreman's name was Hall, and instructions were issued that we were to let Mr. Hall do the work that he was engaged to do. He was engaged to take the former foreman's place and to do the former foreman's work, and we were to do our own work as the custom had established; that he would work at a certain job for a certain amount of pay; and I was asked to take a machine that the man who had previously run received \$21 a week for so doing, and I politely refused to touch it, and I was discharged. This man Hall is not a member of the union.

It appeared that the factory gave him more powers than the former Superintendent had. The constitution of the Shoemakers provides that no person who has the hiring and discharging of help can become a member of the union, and they evaded us by giving Mr. Hall this power, claiming that he had that power; he exercised the power in my case. The rumor was spread about that the former Superintendent was not discharged for being incompetent, but he was discharged for unionism. His predecessor, Mr. Mullen, was a member of the league. As he had

no powers, he was a mere figurehead. He could not hire or discharge a man without first going to the Superintendent of the factory, and if powers had been delegated to him, he would have had to resign from the union. A strike was ordered in the United Workmen's Factory, and a portion of the factory was ordered out; they all went out with the exception of one, and he was a man who had been in the Stockton Insane Asylum, and we could not tell him anything. I decline to answer whether the man that did not go out was fined for not going out, for the reason that the secret workings of the union are not here on trial, and I could not positively swear. What I mean by secret workings is that everybody is not admitted to our union, any more than they are to the Manufacturers' Association. I might have been at the meeting when his case came up, and got away from the meeting before the case came up; and I might have been there, and heard it, and not paid any attention to it. I could not positively state as to that.

I have heard of a man by the name of Spofford, who was a member of our league. He worked for Buckingham & Hecht, and there was trouble in their factory on account of him, and a strike was ordered. I heard in regard to that from members of the league, but I know of my own knowledge that there was a strike and a lockout. I could not state positively whether the combination of employers—that if there was a strike in one of the factories, the others would lockout—was formed before or after the Spofford matter. At the time the strike was ordered I don't know how many employes there were in Buckingham & Hecht's, and I don't know how much money was in the treasury at that time. I don't know whether the men got any pay from the union while they were out on a strike. I did not attend the meetings of the union at that time, and, consequently, did not know anything concerning the Spofford matter, except there was a strike and a lockout. I believe there was an assessment levied, which I paid. I believe the understanding was that the assessment was for the benefit of the men that were locked out in Porter & Slessinger's. I don't think there was any other member mentioned. The league had about four or five hundred members at the time that trouble took place.

I decline to answer how many members there are in the league to-day, and I ask the protection of the Commissioner on the ground that I have been informed that that question will be asked, and the attempt is being made to discover if we have any members working in the different combination factories. I will state in round numbers, however, that we have 115 men on our rolls, and we have between 300 and 400 men working in the combination shops paying dues. I think we have between 450 and 500 members altogether. I could not positively state whether they are all in good standing, but they are paying dues and are on the roll. Some of them, I presume, have not paid their dues for the last three months, but they all will, I suppose. I am not in a position to positively state in regard to that, because I do not handle the money. Our Financial Secretary is J. J. Ryan.

I don't want you to think that these people are all paying dues, but they are members of the organization. We might want to find out how they stand at some future time. We have got a great many, though, that pay their dues. Anybody that ever joined our league is always a member unless he is expelled or suspended. A member who is in arrears must pay up before he can vote on any issues that come up in

the league. The White Labor League has three delegates in the Federated Trades at the present time, and I am one of them.

I have seen a copy of the agreement [Exhibit 2], and at the time it was entered into there were four or five firms specified. I remember that the matter of Cahn, Nickelsburg & Co. was laid before the Federated Trades in regard to shoefitters, and there was a boycott asked for by the Federated Trades. I could not tell you whether I voted for that boycott. There was no unionism involved in that matter. It was simply a strike after three specified reductions had been made. The attempt was made in the Nickelsburg affair twice to settle it. The first time the committee waited upon Mr. Nickelsburg, and he informed them that there would be no further reductions; the girls remained at work, and the following week two other reductions were made; or another reduction was made, then there was another committee that waited on Mr. Nickelsburg, and Mr. Nickelsburg, as I understand, plainly told the committee that those were his prices and they must accept them. I was not a member of that committee. I think I was present at the meeting when the boycott was voted on the Jackson Brewery. I think it was the first night that I went into the federation that the boycott of the Jackson Brewery was levied. It was some time in January. The resolution you show me I saw in the morning papers; that is all. This matter was never brought to the notice of the federation officially.

If it is the desire of any one to bring the matter before the federation, they bring it before them officially by a communication. We are not acting on everything the paper tells us. Before we levy a boycott we always investigate. This matter of Nickelsburg was investigated. From what I can understand there were committees waited on you from the Federated Trades. The shoemakers officially took no notice of the resolution.

[A resolution is introduced in evidence, and marked Exhibit 4.]

The notice which you now show me, I think I saw a copy of it in the possession of the reporter. I think he was the first one that called it to my attention. When that notice was first posted up, I think there was some kind of an explanation made. I know there was some newspaper controversy between the shoe manufacturers and the league. That is, a notice that on March 5th, if the boycott is not raised, the factories would open on the Monday following, and would not employ any member of any organization affiliated with the Federated Trades. There was no such official communication as that ever sent by the boot and shoe manufacturers to the Shoemakers' League. If it was the desire of the shoe manufacturers to bring it to the attention of the league, they should have, through courtesy, written it out with their name to the envelope, and sent it to them. The factories opened the following Monday morning, and I suppose the men went to work. On the following Wednesday I think they all went back, with the exception of Mr. Strasburger and Mr. Haskell. It was reported that they were asked in Mr. Porter's shop, by the Superintendent, whether or not they were members of the union, and also in Cahn, Nickelsburg & Co.'s. I could not positively state whether the men got less wages when they went back to work; that is, they did not right away. It is rumored that in two or three of the factories there have been several cuts since that ultimatum was issued.

[The notice is introduced in evidence and marked Exhibit 5.]

I have seen the circular now shown me, and the White Labor League had people on Market Street distributing them.

[The circular is introduced in evidence and marked Exhibit 6.]

[A paper is also offered in evidence, in connection with the testimony of the witness, and likewise marked Exhibit 6.]

The circular now shown me I have received; it was taken from quotations in the "Daily Examiner," and is signed by the Council of Federated Trades. The council of the body approved of that circular (taken from quotations in the "Examiner," by Essie Boston, after passing through Nickelsburg's factory). So far as I am concerned I know nothing about the income of your firm, although I approved of that circular, and was a member of the body that did approve of it. We believed that the statement made over the signature of Essie Boston was either a truth or a libel, and as you did not refute the statement, consequently it must be true.

[A paper is introduced in evidence and marked Exhibit 7.]

TESTIMONY OF MISS MAGGIE JOHNSON.

Sworn. Examined by MR. MCGLYNN.

I reside in San Francisco, and am a shoefitter in P. F. Nolan's factory. Am a member of the Women's Shoefitters' Union. It was organized on the 15th of January, 1891, for the purpose of protecting ourselves against the continual reduction in wages made by the manufacturers. The organization was a general one in this city. We had a little difficulty with the firm of Buckingham & Hecht previous to the trouble we had with Cahn, Nickelsburg & Co., caused by the reduction in wages, I believe, of 5 per cent on one part of the work, which was done by a few of the girls. The average wages previous to the first reduction, take it the year round for girls, was \$7 to \$8 a week, but they did not have steady work the year round. It is generally dull around the holidays, and around July, and I believe at the time they were in that factory were only working three quarters time. The matter was brought to the attention of the federation, and there was a committee appointed, and they settled the difficulties. There was a compromise made on the girls' part, and also one on the manufacturers' part. The compromise did not affect the reduction in any way. They proposed a 10-cent reduction, and the girls compromised it by 5 cents and some work taken off, which was satisfactory to the girls, and also to the manufacturers. It did not seem to affect the girls' weekly wages any, because part of the work was taken off, and her weekly earnings remained about the same with the compromise.

Our union is now engaged in a difficulty with Cahn, Nickelsburg & Co., caused by two distinct reductions in wages. The first reduction was a small one, and the second reduction was a large one, amounting to at least \$2 50 a week on the girls' wages. I have never worked in that factory. I am President of the union, and what I state comes to my knowledge in that capacity. I have been twice to the wholesale house of Cahn, Nickelsburg & Co., acting on a committee in relation to this difficulty, and I told Mr. Nickelsburg if the girls did not get back their reduction there would be a strike; and

he said that that was what he was paying and what he was going to pay, and would not offer to make any compromise. At the first reduction, which was a small one, he did not deny that there was a reduction; the second one he claimed that there was no reduction. I offered to prove that there was a reduction, but the offer was not accepted. I offered to go to the factory and try the machine, having worked on the machine for a year; Mr. Cahn accepted and Mr. Nickelsburg refused, and said it was out of the question. We then brought the report back to the union. We brought it to the federation; the federation appointed a committee to appear before our union, and there was advice given, and it was a unanimous vote for a strike. The advice from the federation was not in favor of the strike. The vote was upon a secret ballot. The strike was ordered about a week after I went to the firm, during which time the girls continued at work. The first reduction the girls continued at work, and the second reduction the girls left the factory, and then we ordered the strike afterwards. Our organization protested against the first reduction, and Mr. Nickelsburg said there would be no further reduction. We had not made up our minds that we would accept that reduction when they made the second reduction the following week.

There are several married women in our organization—some of whom have husbands, and some are widows. The earnings of the members are not sufficient to stand any reduction, and if the reduction had been accepted it would have caused hardship amongst us, as many of our members are compelled to support others as well as themselves. We have one instance where there is a girl with two sisters and a brother, and her father was only dead two months, and they rely for support on that one girl. Since the strike our members have been out of work and black-listed. By black-listed I mean that girls that got into trouble with one factory, through a reduction in wages, were refused work in other factories. They were asked their names, and told they did not want any help—seventeen girls. The girls were told that help was needed through some gentleman who said that the forelady and seventeen girls had left the factory of Porter, Slessinger & Co., and the strikers were refused work in that firm. They did not state any reason outside of the fact that they did not need help until afterwards. There was one girl discharged from Buckingham's, who applied for a place at Porter's, and the forelady hired her, and when they found out in the office who she was they were going to discharge her; and they showed her the book with her name on the black-list, and they asked her the reason why she had been let out of Buckingham's, and she made the statement, and they said if that was the truth she could keep her place. The girls who went out on strike amounted to seventeen, and they are still out, except three or four.

Since the strike there have been several reductions in wages. There has been a heavy reduction in J. C. Nolan's; there has been a very heavy reduction in P. F. Nolan's; there has been a reduction in Porter & Slessinger's, and there has also been a reduction in Earl's, on Mission Street. This ultimatum issued against the Shoemakers' Union by the employers I have read in Feder's factory. Our union is not a part of the Shoemakers' Union, and had no official connection, and there were no requests made by the Shoemakers' Union to our union concerning this, and no official communication passed between them.

Cross-examined by MR. NICKELSBURG.

When I called at your office and told you about the reduction I told you I got my information from the girls that worked there. I had had practical experience with the work. I told you we would investigate the matter, and offered to go into the factory and try the machine. I know that you took steps to ascertain whether there was a reduction by a committee of the Manufacturers' Association. I have read their report and don't believe it. I know Alice Ford; she worked on the machine. I don't know what she is doing now. Lining making is considered skilled work among fitters. If you are a quick operator you can make money; if you are slow you can't; and the lining-makers make as much money as the others; in some factories they make just as high, and I think in the majority of factories. The apprentices are generally put on lining making when they are supposed to be put forward. They are put on that work first, but they have to be taught.

[Mr. Nickelsburg stated at this point that Alice Ford was again in their employ, and on December 12th she commenced on that lining work; she used to be a table girl; she got paid then on December 12th, \$6 95; on December 19th, \$7; on December 26th, \$4 85; that was the closing week; January 16th, \$8 05; January 23d, \$8 15; January 30th, \$7 10; and February 6th, two days' work (then they went on a strike), \$2 15. She came back and got her first money. When she came back she worked on the double-needle machine at reduced wages, accepted the schedule of wages, and went to work. These figures I gave you were on the old machine at the old prices, and these figures I give you are on the new machine at new prices. On March 26th, she received for five days' work, \$6 85; on April 2d, \$10 50, which is more than she earned in any week; April 9th, \$8 80; April 16th, \$10 40; April 23d, \$10 45; April 30th, \$10 80; May 7th, for five days, \$7 70; May 14th, \$10 15; May 21st, \$9 15; May 28th, \$10 65; June 4th, \$8 60; June 11th, for five days, \$8 40.]

TESTIMONY OF ABRAHAM ALTMAYER.

Sworn. Examined by MR. NICKELSBURG.

Am Superintendent of Cahn, Nickelsburg & Co.'s factory. The figures referred to by you as to Miss Alice Ford's wages go back just one year, from June 6, 1891, to June 11, 1892, and is a true copy of the entire payroll of the sixteen girls that went out on the strike. It shows what each of them earned every week.

[The paper is offered in evidence, and marked Exhibit .10]

TESTIMONY OF MAGGIE JOHNSON.

Recalled.

There were seventeen girls went out on strike. Sixteen went out, and another one has been laid off for no reason, immediately before the strike; that was Mrs. Matthews. There are two or three of them working at the present time. Alice Ford is not a member of our organization. She was the first to go out.

I have seen that document before. [The document is marked Exhibit

8.] I have not been asked to indorse it as President of the association, and have never taken any cognizance of it. I saw it when it was brought before the federation. Alexander Sullivan is supposed to be General Secretary of the White Labor League, when I knew him. He did not organize our organization. He did not do any running for us; he did not go to any of the factories demanding certain matters for girls from the Shoefitters' Union. I think he was a member of the Executive Board of the council. When I was working I averaged at lining making from \$5 to \$11 a week by piece-work. I formed my estimate of the amount of the reduction in Cahn, Nickelsburg & Co.'s shop as being \$2 50 a week, figuring at the prices I used to be paid at that time. The reduction that was made was 4 cents a dozen; that was on the entire price of the lining, and where they used to pay 20 cents they proposed to pay 16. I could not say how many linings a girl could generally make in a day; it would depend on how quick they work; every girl works different. I never counted up how fast I could put on a back stay; I made the lining as a whole. When I worked at it I did finished tops with a two-needle machine, and I did the plain work; I worked on an old machine. The plain work on a single machine. I should judge, took about an hour and a half a dozen. On a double-needle machine I think you could do it about eight or ten minutes faster. I do not think it could be done inside of an hour. If there was no waiting for work, I should judge one could do about five and a half dozen a day. I received 25 cents a dozen, and for the plain lining 22 cents a dozen, and that would make about \$1 22 a day. At 4 cents, that would amount to about 22 cents a day, or about \$1 10 a week. I believe they worked nine hours in that factory.

[Mr. Altmeyer stated his girls only worked eight hours and a half. We start in at 7:45 in the morning, and stop at 11:45; come back at 1, and stop at 5:30; on Saturday they stop at 5 o'clock.]

Reexamined by MR. MCGLYNN.

When the firm made the test upon the machines, we did not see the test made, but they were not under the conditions that are supposed to obtain. I believe the conditions were more favorable, and they were made in a different factory; it was made on the same machine, but the work was done differently. We do not know whether the work was done by an experienced operator working on her usual machine; we know that the test was made through seeing the report; but none of our members were invited to be present. I offered to prove the reduction, but they would not accept my offer in their factory, or in any factory.

[Mr. Altmeyer stated that the test was made on precisely the same machine, except the welt stay was put on in one case with the single-needle machine, and in another case with the double-needle machine.]

It was not done in that factory, and the work was done differently. You count on the linings as a whole, how long it took. I was considered an expert operator by almost every one that I ever worked for. I have never been discharged. My wages, as compared with the wages of other girls in the factory, were about the same. There was complaint made by the girls on account of the thread continually breaking on the machine.

[The further hearing of the matter was then continued until Friday, June 17, 1892, at 1 p. m.]

FRIDAY, June 17, 1892.

EXAMINATION-IN-CHIEF OF MISS KITTY HINES.

On behalf of Labor. Sworn.

I reside in San Francisco. I am by occupation a shoefitter. I am a member of the Shoefitters' Association. I am the Secretary of that association. I have been connected with the union ever since it was organized, in January, 1891. I was one of the organizers. I have held office since that time; the office of Secretary. I do not hold any other office, except that of delegate to the council. I have been a continuous delegate to the council. I was working at the time of the organization in Lewis Murr's. At the time we organized we were out on a strike, but when we went back we continued to work about five months, I should judge, or until they closed. We were on a strike in Murr's shop. The date of our organization was January 15, 1891. Our organization was formed after the strike. The strike was still pending at the time. Our organization took part in effecting a settlement of the strike. The cause of that strike was a reduction of wages. It would be kind of hard to say who suggested the idea of organization. The girls talked it over at one time, and thought it would be a good idea to form a union, and we went ahead and did so. The organization was one of our own numbers. We had some of the men from the council to help us in organizing, such as showing us how to conduct the business of the organization. We applied for the assistance of those men.

After Murr's shop went out of existence, the members then sought work wherever they could get it. They went to different shops. They didn't all go to one place. There was enmity manifested toward them by the other shops at that time. It was stated that they would not employ the girls in any other factory. From what I understand, Mr. Murr went around and asked the bosses not to employ us. I was told that by the firm—Mr. Feder. Miss Donovan informed me that, but she is in direct communication with Mr. Feder, as she is forewoman of the shop. She told me that Mr. Murr had requested Mr. Feder not to employ the girls that went on a strike. I don't know whether Mr. Feder said he would do so or not. I went to work for Mr. Feder afterwards. We went to work for Mr. Murr in that old place after the strike. I couldn't say when it was that he requested the other manufacturers not to give us employment, but it was while he was still in business. It must have been. I do not think I have averaged in wages any more than \$7 or \$8 a week as a shoefitter. In some shops I made more, in some shops I did not. There is no degree of equality or evenness in the wages paid to shoefitters in the different shops. Each shop has its own scale of prices. In some shops we earn more than in others. There have been several reductions of wages since the organization of our union, since January, 1891. It would be hard to say what, in my opinion, would be the weekly amount of such reductions. I couldn't give you that. The members of our union encountered opposition in securing employment. We are black-listed; that is, the other manufacturers refuse to employ us. As a reason for that, some of them say they don't need help, and the others don't say anything except no.

I should judge that there are between 350 and 400 shoefitters in this city, as near as I can come to it. At the present time I should not

think that there would be more than 75 unemployed, that I know of. Not all of them are members of our union. I refuse to state how many there are. I believe I know of specific instances where a girl was refused employment because of her membership in the union. At the time the strike was ordered in Cahn, Nickelsburg & Co.'s, our girls went there and asked for work and were refused, and a girl in Porter's inquired of some member in Cahn, Nickelsburg & Co.'s for employment, and was asked her name, and the party went to the desk and looked at a paper, and said he wasn't allowed to take her, as she was on the black-list. I have only in one instance encountered any enmity on account of my position in the union, and that was when I was working in Cahn, Nickelsburg & Co.'s. They said they wouldn't have me in there. I went to work in the shop before the forewoman knew my name, and as soon as she found out my name she remarked it to the other girls—I believe she stated that she didn't know who I was—and afterwards I hurt my finger and was off one day, and I was discharged, although there was no work for me that day. I left on Saturday afternoon because there was no work, and on Monday I was there, and on Tuesday I was discharged; that is, they sent me word that my place was taken and they didn't wish me. Our union had a strike in Cahn, Nickelsburg & Co.'s. I was an officer of that union at that time.

I was not in the city when the matter of the complaints of the people who struck was brought up, but I came back shortly afterwards. The strike was still pending when I came back. Our organization is affiliated with the Council of Federated Trades. That is the only organization that has a voice in the affairs of our union. The given cause of this strike in Cahn, Nickelsburg & Co.'s was the reduction of wages, or rather two reductions. The second reduction was on the introduction of a new machine. They reduced the price when they brought in a new machine to do the work in one line. That same machine is in operation in other shops. I believe the prices introduced by Cahn, Nickelsburg & Co. are below the prices paid in those other places. I am not positive, but I believe they are.

As to whether I am familiar with the wages paid shoefitters in Eastern cities, I will say that I never worked in the East, but from communications received from there I understand that they make much better wages there than they do here. Those communications were private letters, and by members coming here to work—the girls coming here to work from the East always stated they made better wages there than they did here.

Our trade is interfered with some by competition with Chinese. Chinese do our work. Chinese do employ white help. As to whether I know the wages offered by Chinese, I will say that I myself was offered fifteen dollars about five years ago to work for Chinamen. I did not accept. That was higher wages than the whites were paying at that time. As to whether I know what wages the Chinese shoefitters make, I will say that I was speaking to Poy Kee a short time ago, and asked him what he paid his fitters. He said he gave them \$1 50 a day and board. If they get that steady, that is better than a majority of the white fitters get. He did not speak of white fitters. He employs Chinese now.

Cross-examined by MR. NICKELSBURG.

I have been a shoefitter in San Francisco about seven years. I worked first for Mr. Marx. I worked there about a year, I believe. I left there

voluntarily. Then I believe I went to work for Buckingham & Hecht. I couldn't say how long I did work there. I didn't work there very long. I shouldn't think over a couple of months. I left there through sickness. Then I believe I went to Earl's. I didn't stay there very long. I left there because I was sick one afternoon, and they wouldn't let me go home, and I left, or rather I went home, and my place was taken. I was willing to go back the next day. Then after that I think I was home some months, and then afterwards I went to work for Cutts & Murr. I worked there, I think, about three years, until they broke up the shop. Then after Mr. Murr started again, on Stevenson Street, I worked for him for a few days, or a few weeks, and then I went to Jory Bros. I was not with Mr. Murr until he left the city. I stayed with Mr. Murr for awhile, and then I left and went to the Jorys. I stayed with the Jorys for a year. Yes, I left there voluntarily, because there wasn't enough work. Then I went to Murr's, back to Murr's again, and I continued working for him until he went out of business, except the time we were on a strike. That strike lasted about a year, I think. Yes, I think it is about a year. I did not then go to Jory Bros. I then went to Cahn, Nickelsburg & Co.

Murr went out of business last July, a year ago nearly. I only worked there about two weeks, and then I was sent off. Then I went to Rosenthal & Feder's. I am not working in factories now. I am doing boots and shoes at home now once in awhile. I have not worked any since I left Rosenthal & Feder's. When I went out on a strike at Murr's factory, Murr took me back again, although the forewoman at Feder's told me that Murr told Mr. Feder not to take me, yet Mr. Murr took me back himself. Afterwards I went to Mr. Feder and Mr. Feder took me. The girls that worked for Mr. Murr when he stopped are scattered all over the town. At the time that Murr went out of business, I should think there were about thirty female fitters employed by him. Out of those thirty there were a couple of them went to Cahn, Nickelsburg & Co.'s. Well, there was three of them, I think. That is all I can remember. I don't know the girls that are in Cahn, Nickelsburg & Co.'s now. I don't think there are any more than three or four of those girls that have had no work since Murr quit business. There may have been two or three girls that went into the factory of Cahn, Nickelsburg & Co., after Murr quit. I don't know how it was as to those girls that went to Cahn, Nickelsburg & Co.'s being black-listed, although they belonged to the union. Mrs. Matthews belongs to our union. Miss Quigley belongs to our union, and Miss Seidenheimer. Miss Brandeburn was not from Murr's.

I did not work at Cahn, Nickelsburg & Co.'s under an assumed name. The forelady didn't know my name until she gave me my book, and then she asked me my name, and I told her, and she started to look at her list. I worked until Saturday night. As to whether she refused to put me on after she knew my name, I will say that I was there, and I suppose she thought I might work the week out. She didn't want to be too bold about it, and thought she would let me work the week out. Yes, sir; that was very kind.

I refuse to state how many members our union has got. As to my reason, that is a matter we do not give to the public. It is a secret organization to a certain extent; that is, we do not allow everybody to visit our union. Our union is represented in the Federated Trades.

We have two delegates. I am one of them. The other is Miss Johnson. That is the Miss Johnson who was on the witness stand here yesterday. I believe that the prices paid by Cahn, Nickelsburg & Co. are below the prices paid by other factories. I got that information from the fact that I worked there myself and couldn't make wages. I think I made about \$7 or \$8, but I can't say exactly, as I haven't got the book.

[Mr. Nickelsburg here produced a document showing that the witness was paid on the 17th of October, 1891, for one week's work, \$10 95.]

I couldn't tell you whether Nolan Bros. have got this double-needle machine. I was never in the shop. I understand they have. I am not familiar with the prices they have paid for sewing on this machine. All factories do not do their work alike. They pretty nearly all do it differently. The prices paid in one factory would not necessarily control the prices paid in others, because the work is different. I have stated that I had some information that the wages paid in the East are better than the wages paid here. I get this information from private letters, and from girls that have worked there. I have one of those letters in my possession that I received the other day. I have not that letter; Mr. McGlynn has it. I was asked once by a drummer of a Chinese house to take a place as fitter. I was not asked by the boss. I had no reason to know that the drummer had any authority to make me any offer, except that he asked me to take the place. I did not find out from the drummer what the Chinamen made. I didn't take any interest in it, because I wouldn't work for a Chinaman. I didn't say that if a man could get his male help for 70, 80, or 90 cents a day he ought to pay his female help more. This letter says that the vamps and stitchers make from \$10 to \$15 a week. The stitchers couldn't make that before that; I don't know how it is. I don't know how it is about their doing more work for that amount of money than they do in San Francisco. Some fitters work quicker than others, so that the ones that are the quickest earn the most money working by piece-work. Some of them are very slow and don't earn much.

I know Mr. Alexander Sullivan. He has not helped us in starting this institution any more than anybody else. He has done what we requested him to do. He came to our meetings, and I asked him about the officers in forming the organization, and things like that, that I would ask anybody. Further than that he had nothing to do with it. I don't believe he was there more than a couple of times. He was an intimate friend of mine. I have not had him for an adviser in the way of handling strikes and calling the girls out any more than anybody else. He has advised me as much as anybody else. I advised myself mostly. Sullivan advised me, but he always advised me to take the advice of the organization. That came up before the organization. I was at the meeting when the boycott was levied on Cahn, Nickelsburg & Co. by the shoefitters. I saw a copy of the report of Glanville and Nolan pasted up. I know they differed with me on the point that it was an increase of wages instead of a reduction, but we didn't believe it. We didn't know on what conditions the work was done, or anything. It was not my business to find out whether it was true or not. It was the business of the gentlemen who posted it up to do that. I am not the union. The boycott was off when placards were posted in different factories stating that you had had a test made by the manufacturers and were convinced that it was an increase instead of a reduction. We

made an attempt to have the matter arbitrated. We offered arbitration and it was refused the Council of Federated Trades—it was offered by the Federated Trades to the manufacturers. I was there, and know it. From what I understand there was an offer of arbitration made to Cahn, Nickelsburg & Co. by the Council of Federated Trades. I was in the council when that was brought up. I could not tell you who made that statement. I cannot tell you who the committee was. I think it came from the Executive Committee; I am not sure.

I have written a good many boycott letters to different firms requesting them to cease patronizing you. I mean the union has written them. I decline to answer where I got the names of your customers. The reason I decline to answer is because we do not give our business to the public. I am not at liberty to tell you. It is not a fact that somebody stole your shipping-book and we took the names from there. In these letters we wrote we inclosed a boycott circular giving these to be the facts of the case. We inclosed that circular in every letter. When we boycott manufacturers we do not patronize their customers who keep their goods. No such case ever came under my notice as that of a man who has been working in your factory, and had a large family to support, and you gave him goods to sell to make a living for his family, and we have boycotted that man for selling your goods, and I never took into consideration that he couldn't get along possibly without your credit. I never had such a case come under my notice. I have formed no opinion on such a case as that. I have never made it my business to find it out. I have been one of the boycott committee that has canyassed the city. I may have stated to some retail dealer here that it would be better for him to buy Eastern goods than to buy from boycotted firms, but I am not sure. I might have stated that, but I don't think I did. I think I would remember it if I had. When I worked at Cahn, Nickelsburg & Co.'s for one week and I was sent away, I don't think I would have stayed there longer even if I had not been sent away. I would not have left right away. I might have left later on, as I didn't consider the wages good. I don't know that I got \$10 95. I am able to earn more, and expect more, but I didn't like the shop anyway, at all. Perhaps if I had I would have stayed; I don't know.

I am the author of some of this circular. It has been approved by our union. I know your income is not small. That is all I know about it. I knew that by general appearances. I don't think you are able to keep up appearances very well. That is my opinion. It is so, that the working-rooms are cold and cheerless, and in many respects totally unfit for occupancy by strong men. And still I was willing to work there. Girls were willing to go back there into that dirty, nasty place, for they have got to live. The room is very cold, and there is very poor light there to work by. The light was very poor. I do not know the size of that room. I never counted how many windows and skylights there are in it. You must understand that light from a skylight is not a good light to sew shoes by. I believe that the weekly earnings are limited. I didn't draught the whole circular. I understand that they are limited, as far as my own personal knowledge goes. I understood that they were not allowed to make over \$12 a week. The girls are afraid to put in more. They are afraid to earn more because they would be cut down the next week if they did. The girls are not the ones that limited it—not at all. The circular does not

say that *fitters* got only the miserable pittance of \$4. May be your children are out there and they only earn \$3—I don't know!

I couldn't tell you how many of those girls are back in your factory that went out on this strike. I haven't heard anything from those girls out there for some time. I know Maggie Ford. I believe she is one of those who returned to work. I know Ellen Ford, but she is not a member of our organization. I know Jessie Gelbright; she is out there again. I know Julia Hogan. I know Annie Gately; she is out there. I know Maud Powers; she is a member. I know Miss Quigley. I have never spoken to any of those girls about the wages they are earning now with the new machine which I have called a reduction.

QUESTION—You don't know as a positive fact that the girls that have gone out on a strike and are working now on the new schedule and new machine are earning more money than they ever did on the old prices?

ANSWER—Well, may be there is a little partiality shown her so she will get more work. You must understand that there was more than one reduction. The machine wasn't the only thing. I do not know that a girl that makes lining is about the cheapest work in fitting. It may be in some factories. As to your factory, I don't know. I don't know your price-list. It puzzles me to see how it can be that under the old schedule the highest she would make is \$8 15, and the highest she has made with the new machines is \$10 65, working the same hours. They do the same amount of work, and they don't get any more linings. When one is sitting at that machine one has got to wait. I will take the statements of the girls that they couldn't make good wages out there. I know we couldn't make good wages out there. I didn't make any such statement as that I claimed to be a perfect fitter. My particular branch is mostly on beading.

Q. That is certainly a much superior class of work than lining making, and you state you only made \$7 a week. Now, the poorest lining maker has made that much. A. Well, I don't know anything about how the work is done out there, but the girls state that the way they did before was, that they only got one lot of linings at a time, and they had to wait until that was finished before they got another. To my knowledge there was no way of getting these striking girls back again to work. It was not within my power to get them back. We do not notice petitions from them addressed to the Federated Trades. Mr. Jones stated that if we signed that paper he would take them off the black-list, so if he couldn't give them work, they could get work from others. A letter was sent to me for signature, by Mr. Jones, stating that if I signed that, that they could get their places back again, but I refused to sign lies. I know it was a lie, because they didn't investigate it, and they said they investigated it. I am sure that they did not investigate it. As to whether Miss Ford, Miss Ryan, and Miss Seidenheimer went down to Nolan Bros. in a body and investigated the work there, I know that Miss Seidenheimer didn't need to investigate the matter, for she had worked on the machine before. She worked some time in Murr's before that. Most of those girls are on a strike yet, doing nothing. They are being supported by the union. I decline to answer as to how much they get. I decline to answer as to whether they get more than \$5 a week. I decline to answer as to whether they get more than \$3 a week.

Re-direct examination by Mr. McGLYNN.

I stated that I am not working in any factory now. I am working for a mⁿ, doing a few pairs of shoes at a time, nothing much to speak of. I do not think that man was a member of the Manufacturers' Association, but I believe our names were given to him, just the same. He does not run a factory. He runs a small place of his own. The reason why I did not apply for work in the shops was because I have heard that they have issued orders not to allow me to enter the shops on any condition, and I don't beg. This work that I do at home is less work than I could do if I had the work to do. Mr. Sullivan conferred with me as a federation officer, not as a friend of mine. No advice was asked of him as a personal friend. His connection with our union was entirely in the capacity of a federation officer. No friend has a right to appear at our union and advise. He must belong either to our union or the Council of Federated Trades. Our union approved of Miss Johnson's offer to test the machine. Such a test would have been satisfactory. When this alleged test of the machine was made I believe it was at Cahn, Nickelsburg & Co.'s. None of the striking shoefitters received any offer to be present. No notice was given as to when it was to be made, or how it was to be made. No official communication was given to our union, or the striking girls, of the result of that test. There are others than shoefitters in our organization. These low wages spoken of are paid some of the members of our association. I cannot tell you about that particular shop as to the actual wages paid members of that association, but such wages are earned in other shops.

In regard to that petition, I believe it was Mr. Jones that wrote it, from what I can understand. It certainly was not written to any of the parties that signed. It was directed to the Council of Federated Trades. I believe the letter came by messenger. They brought it to me and showed it to me. The petitioners did not address our union. They did not speak of their intention of doing that in a meeting. A motion was not made by either of those that such a course should be pursued in that organization. Some of them were members of that organization at that time. The copy of the petition that was signed by me agreed with the one finally received. It was the same one. I did not see the one that was produced here yesterday. I saw it passing from one to the other, but that was not the paper, though. I cannot remember by glancing at that whether it is the same petition, but we had the original at home. I believe Miss Johnson said it was a little different. I would not know whether it was the same or not. I am not working at the business at the present time. I last worked in Rosenthal & Feder's factory. The cause of my discharge was that the Manufacturers' Association ordered it. I decline to answer from whom I got that information. I received the information a few days before I was discharged that I was going to be discharged, and Mr. Feder led me to believe that it was so. He said he wouldn't discharge me on his own accord; that I might have stayed there forever as far as he cared. And I told him that Mr. Nickelsburg was the instigator of it.

I saw the ultimatum posted up in the factory. It reads that on the following Monday no non-members need apply, that they were discharged. If they had asked me when I quit there if I belonged to the union I would have given them the desired information. He knew I

belonged to the union on the Monday morning when I came. Talking of Miss Johnson making that test, I never made any proposition to anybody else to make a test, because the offer was declined.

EXAMINATION-IN-CHIEF OF F. W. MARVIN.

On behalf of Capital. Sworn.

I reside at 1300 Larkin Street, in this city. I am a merchant by occupation. I am not engaged in manufacturing at present. I deal in boots and shoes. I have my business in San Francisco. My business is boots and shoes and leather. I am an importer. I have had a proposition made to me to start a factory here. The reason why I did not start it was on account of the labor troubles.

Cross-examined by MR. MCGLYNN.

I did not start a factory here on account of labor troubles. The trouble existing at that time was simply the trouble with the help of the shoefitters. My knowledge of those troubles was that at that time the workmen were trying to dictate their terms to the manufacturers. I do not know as I care to tell you particularly who I received that information from. I received it from the manufacturers principally. We looked into the matter pretty carefully, and our decision was that the union was trying to run things pretty well in the direction we wished to assume ourselves. That was in the direction of manufacturing. The objection of the union was not on account of wages. It was simply on account of the troubles that were existing in the factories at that time. The firm found out what those troubles originated in sufficiently to satisfy ourselves—sufficient to give an opinion here now. That opinion was that we could not run our factory at a profit to us and be dictated to by the labor unions at that time, and in regard to wages particularly. We objected to the manner in which the workmen were dictating their terms to the manufacturers. It was particularly to the manner in which they made their rules and regulations that we didn't care to abide by. Perhaps both the manner and the terms were offensive. I couldn't tell you what the rate of wages the union demanded was, but I investigated sufficiently to know that it was not good for us to go into the business of manufacturing. That was about two years ago. At another time when we proposed to go into business we found the same trouble.

As to the troubles that were in existence two years ago, the last trouble I have reference to occurred in the factory of Lewis Murr. We investigated that trouble pretty thoroughly. I couldn't say about the wages demanded of Lewis Murr, but the whole general aspect of affairs was not pleasing to us, and we concluded to wait until there was a time that would be more opportune to go into business. I am not aware of having said that to start a factory here I would have to pay higher wages than anywhere else in the United States. I am an importer, but we had a good many goods manufactured for us at that time which were imported here. I have no accurate information of the wages they pay here. I am somewhat aware of the wages they pay East. I understand that the wages here fluctuate more than they do in the East. I am not aware of any method of preventing the fluctuation. I consider the unions

responsible for the fluctuation of wages in a great measure, on account of the fact that they perhaps have certain rules and regulations to abide by. I do not know that those rules and regulations tend almost unanimously towards a scale of fixed wages. I have not investigated that lately. I do not know of any uniform scale of wages. I never investigated any. I never was a member of a trades union. I never have read the rules and regulations of trades unions that I know of. My disinclination to enter into manufacturing in this city was founded on the fact of a distrust of the rules and regulations; so much so that we would not invest a dollar in it. We import the bulk of our goods from Massachusetts as a State, and from Boston as a city. I have been told that they have had some trade difficulties back there.

Cross-examined by MR. GILFOYLE.

I have imported shoes from the East lately. There is no union stamp upon them. We do not import any of Buckle's shoes. I do not think we import any shoes from Brockton, Massachusetts. We do not import any shoes that are made by the Lasters' Union around Boston. I never heard of any such organization existing in the East. We do not import any shoes that are made in State prisons in the East. We represent at the present time the firm of Williams, Marvin & Co. Their wholesale store is at 569 Market Street. I do not propose to answer the question as to what the \$3 shoe costs when it is laid down here. What kind of shoe; do you refer to ladies' shoes, men's shoes, misses' shoes, or children's shoes? Misses' shoes I can land here for a dollar a pair. I have never imported from the East the \$3 shoe known as the James M. Mean shoe. I claim that I bring my shoes from Boston. I understand that those shoes sell for \$1 37½, according to the price-lists. I don't know whether the \$1 shoe is convict labor or not.

EXAMINATION-IN-CHIEF OF JOSEPH MURR.

On behalf of Capital. Sworn.

My residence is in San Francisco. I am by occupation a shoe manufacturer. I am in the shoe manufacturing business. I am manufacturing in the East. Pretty near all of my goods are manufactured in the East. I once had a factory out here. I moved my factory away from here on account of the continuous labor troubles. I employed between 125 and 140 people.

Cross-examined by MR. MCGLYNN.

I was not a member of the firm at the time they conducted a business in this city. I did not conduct the business here, but I know all about the business. Certainly, we employed white men. There was one time for about two weeks that we had a few Chinamen. The cause of those few Chinamen going to work was because we called them in. We did not pay them the same wages we paid the white men. At that time we had no men at all. All our men went out on a strike. That is, they never came in. I say we had, for about ten or twelve days, maybe ten Chinamen working. They were not in the men's places that went out on a strike. It was to finish up some work. As to how the men went

out on a strike, I will say that I don't know as they went on a strike. They never came in. I mean by that, giving you briefly an outline of the business, when we commenced, and how it was conducted, and why these changes occurred, that in November, 1889, our factory was in good working condition in San Francisco, and when we had a chance to get a good white man we hired him, I think at either \$24 or \$25 a week; not as foreman, but working at the machine. At that time the Secretary of the White Labor League came into the office and says, after he was working a couple of days, that there was a man in our employ that wasn't a union man, and that we would have to discharge him, or else he would order a strike.

As to whether all the other men were union men, I didn't know very much about the union at that time. We declined to discharge that man, as we had no reason for it, his being a non-union man not being sufficient reason to discharge him; and the next day at 1 o'clock the men went out. The Secretary of the union went to the door and called him out. At that time we had too many goods lying on the floor to be able to resist, and we had to discharge the man; that is, the man had sense enough not to come any more himself. We told him at that time to go into the union, and he was willing to do so, but the union wouldn't take him in because he had worked once before for Chinamen. So our first strike finished after about eight hours' strike. All the men went out. They were called out. I couldn't tell you exactly how many persons went out on that strike. I am not sure how many men there were. About seventy, I think. That was in November, 1889. We finished up our work. It was done by the beginning of January. We had a good many shoes lying on the floor, and we finished up all our work at the end of the year to take up stock. After we were through with this, we intended to commence a working system which we are having in our Eastern factory, to give the women all they can do, and to manufacture in case lots, and thereby we reduced the wages a little, but they would have made more money, because they would have got so much more work, and instead of being idle in January and February, and instead of leaving them out altogether, we had them work for stock, and we asked them to try it, and if they did not find it satisfactory they might change again. We asked the girls first to try it at a reduced rate of wages. It would increase the amount of work, so their weekly earnings would amount to as much or more than they did before, and most of the girls agreed to that, except eight or nine or ten—I think it was eight—and they went out on a strike, and formed what they now call the Shoefitters' Union, I think. Well, we got other girls in their places and paid them the same wages. Then we wanted to do the same thing with the men, but not reducing any weekly wages, but only the piece-work, giving them so much more to do that they would make as much as before or more. Well, before that the strike was declared, and we tried to get other men. Our workmen did not all go out. They were not in at that time. They were just coming in. They were ready to start to work, and before we took them in we told them that was the way we were going to work now. That was in the commencement of their year's work. Some of the men were satisfied, but they said they couldn't do anything without having the union's consent. The majority would have been satisfied to do it if the union would have been satisfied, but I only saw about ten or twelve.

Well, the Secretary of the union came around and said the union wouldn't allow any reduction or anything else. They wouldn't allow us to employ whomever we liked, and they wouldn't allow us to discharge whomever we liked; and he expressed himself once—it was Mr. Sullivan—that he was running the business, referring to our business. The result was that we then tried to get other men, but that was prevented by union men standing on each corner and preventing the people from coming. They were prevented by persuasion and force. We had some men working in our shop at that time; and one man went out in the evening, and he got such a licking by the union men that he didn't try to come into the shop again. This was in 1890—no, it was in 1891. It was all last year. Well, we could see we wasn't able to get any non-union help on account of these union men not allowing anybody to come in, and at that time we took some Chinamen. There was some work commenced, and they finished up the work, and they commenced some new work, but it was only an experiment, for we only took something like ten, and the girls were working at that time. We worked the Chinamen for about ten days, I think it was. Finally, after much deliberation and fuss, we came to an arrangement with the union, by which we were willing to pay the old rate of wages; and at the same time we had to agree to take every one back, which we did. But there was an agreement which contained the following: We cannot discharge anybody without having good reason for it, which we have to prove.

Shortly afterwards we commenced work, and everything was going along nicely again. This was about the end of February. It was a four or five weeks' strike. Everything was in good running order again, and we commenced to turn out shoes. There was one man amongst them that used to go out on a drunk, and in fact was not a good workman—at least we did not consider him a good workman—and when he went the second time on a drunk we discharged him, and tried to get some other man, some other union man, in his place. We got a man for the afternoon, and was paying him the same wages, and the next morning he didn't come. Well, we tried to find out the reason, and found out that the union had put what they called a block on his place. We found out that the union had done so, and that we couldn't get anybody else; that is, we had to take back the union man at that time in order to keep the men together and conduct the factory. Then three men of the union came around to inquire into the reasons why we had discharged that man. Well, we told them the reason, and told them that we couldn't use the man, not only because he went out on a drunk, but because he was not a sufficiently good workman for us to keep him. We had told him several times before we had no use for him. The man came around one evening, and I had to stay in the office with him until 8 o'clock, I think it was, to argue the case if I had a right, or the foreman had a right, to discharge the man or not. Well, it came to the point that on account of this man there was a strike. No, they didn't walk out, but the whole factory sent a petition to the union that we were perfectly justified in discharging the man, and after two consultations and deliberations they were finally satisfied that we were justified in discharging the man.

Well, having all this fuss right along you can imagine we got disgusted, and at that time Mr. Lewis Murr went East to look around and see how things were in the East. Well, he found things better than

they were here, and he found some party which put up a factory building for him, and in June or the beginning of July we closed up our factory here and moved our whole plant East. I was not a member of the firm at the time this trouble took place. My position in the firm at that time was assistant manager. I was conducting pretty nearly the whole business. I was the man who had those consultations. The union permitted a non-union man to go to work in the place of a man we discharged. From here we went to Vermont. There is no labor union in Vermont to my knowledge. There was a bonus offered us to move to the East, but we had nothing to do with it. As far as I know we paid the workmen there less than we did here. I was never there. We are now in Lynn, Massachusetts, running a factory there. I don't know whether we are employing union men there. I am a member of the Lynn firm. The department that I manage is that I am selling goods here, and handling the financial part of the business here.

I decline to answer what the trouble was that prompted our move from Burlington. It was not on account of labor troubles. I think labor was cheaper, though it may not have been. In Lynn the prices are about the same. That is, I know that by letters which I received from my partner East. Wages are cheaper in Lynn than here. I could not tell you to what extent. I do not know how much cheaper. We have retained our San Francisco customers since we moved East. As a rule we have retained every one of them. In fact, we have made a good many new ones, which we could not have made here, because we are able to manufacture cheaper in Lynn than here. The rents there are very cheap. Our rent here was not high. We sold no goods in the East to speak of. There are other items of cost cheaper in the East than they are here. The general cost of the goods is less than it is here. The difference in wages between here and there is enough to compensate for the difference in cost. If we had the same wages here we could manufacture just as cheaply as we can back there. I do not know what the wages are back there, except that I know it from the cost price of the goods. The principal item in the cost is, I think, the leather—I think—to my knowledge. The labor and the material amount to about the same. Labor amounts to as much as material. It is very hard to say how much more material costs here than in the East that enters into the manufacture. There are so many items. As to the difference in cost between here and there in the price of upper and sole leather, I will say that we always bought our upper leather in the East, because there is none here, and as to the difference in the sole leather back there and here, we are using California sole leather to-day. I should judge that there is plenty of sole leather manufactured in the East. We found it to our advantage to use California sole leather. We are sending this leather East and the shoes come back here. I think the biggest item in the difference in cost, according to my estimation, would be the cost of labor. We can buy the upper leather a little cheaper than we could in California, and we don't need to lay in a stock; we can have it every day.

I do not know the wages that the shops pay back East. We are paying the same wages that any other shop pays there. We are making the same class of shoes back East, and cheaper ones, too. I do object to stating the difference in the cost of making a shoe here and what it now

costs us net to lay it down here. I will state that we are selling the goods out here at a lower price, because we are paying the freight from Lynn to San Francisco. We are certainly making a profit, or we couldn't do business. The sole leather does not cost more in the East than here. Yes, we pay the freight. We buy our sole leather and pay the freight on it to our factory at Lynn, and then we pay the freight on the manufactured goods back here, and are selling the goods at the same prices—the same goods—as we did when we manufactured them here, and we are partly selling them lower. We do not use any leather-board in our manufactures at all. I suppose you mean between the soles, but I don't know exactly. We don't make any shoddy. We do not make any men's goods, all ladies' and children's. We sought to establish a system here of giving the men more work and giving them a little less wages. That system is in use in the East. Under that system a man should make as much as under the old, and the work is costing us less. They get less wages, but they make more money. They get less for a dozen, but they make more dozen in a day.

I don't know what you call "sweating." I tried to put that system in operation here. I offered to try that for four weeks, and they wouldn't do it. I don't know anything about the cost of living back there. I will find it out pretty soon, because I am going back there. You can get the wages per piece for piece-work back there from any Lynn factory. The difference in the rent between here and there is that we are paying in Lynn \$117 a month, and here we paid \$145. I don't know what floor space we had here. We are making more goods there than we did here. We are running a larger factory there. It is just as I told you; the labor and everything together cut a figure. All those circumstances combined, they cut a figure. Rent is a little cheaper in the East. When we were manufacturing here I had my office at the factory, and now it is on Sansome Street, and so our rent now is much greater than it was in San Francisco before. I think I have that agreement under which we took that man back, in my office, but you can find it at the White Labor League. Under that agreement one man had to pay \$25 fine, and I paid it for him. The man couldn't afford to pay it, and I put my hand in my pocket and paid \$25. The fine was for a man that belonged to the union that worked for us during the strike. That is what they call a "scab." If a man works while a strike is on he has to pay a fine to the union. I did not have to pay any wages to anybody while they were on a strike.

Cross-examined by MR. GILFOYLE.

I don't know how many labor unions there are in Lynn, or if there are any. Yes, I know there are some, because I have read it in the papers. I have not been in the East since three years ago. I know all the conditions that I have testified to. As a member of the firm I ought to know why we left Burlington. We ship our goods partly direct to the customers. Our customers are not now confined exclusively to this State any more than they used to be when we were in San Francisco. The rate for sending goods from Lynn into Oregon and Washington is the same as sending them here. It is about \$4 20 from New York or from Lynn to San Francisco. When we manufactured in San Francisco we didn't send any goods to Oregon. I do not know whether we are employing any members of the labor unions in Lynn in the factory or not.

EXAMINATION-IN-CHIEF OF WILLIAM W. GLANVILLE.

On behalf of Capital. Sworn. Examined by MR. NICKELSBURG.

My business is that of shoe manufacturer here in San Francisco. I am familiar with the price of labor here in San Francisco. I am familiar with the price of labor paid in the East, and it compares very favorably to San Francisco—from about double to five times as much here; about that; very close to that. I can't remember exactly. I have got my list here that can be exhibited. We have double-needle machines. I am familiar with the controversy between the shoefitters and Cahn, Nickelsburg & Co. I have made a test of the work. My statement was correct that work can now be done in forty-eight minutes that was formerly done in sixty minutes. I am a practical manufacturer, having myself worked at the bench. I have worked in your factory. The condition of the factory in regard to the question of light and handy rooms is that it is very finely lighted. It is as well lighted as any in the city. I don't know as I have seen any better, but I think ours is as good.

Cross-examined by MR. MCGLYNN.

I made this test regarding the shoefitters in my factory, where I was best able to understand it. The conditions were the same under that test as obtained in Mr. Nickelsburg's factory, according to what Mr. Alt-meyer told me, the manager of Cahn, Nickelsburg & Co. He explained to me the way they did the work, and I did it the same way. It is probably a year since I have been in Mr. Nickelsburg's factory. If you mean how long it has been since I worked there, I guess it is fifteen or sixteen years since I worked there. The condition of that factory in regard to heat and warmth is the same as other factories in town. In some factories they are chilly, and sometimes disagreeably so when a person is sitting down. I never knew of any girls having foot-warmers in Cahn, Nickelsburg & Co.'s, or in any other factory. We haven't any in our factory. We have three double-needle machines in our factory; not doing this same work—but I have three double-needle machines. Our machines are the same as Mr. Nickelsburg has. That is the only machine I know of that does that work. We don't have any lining-makers now that I know of that do the work of fitting throughout. This double-needle machine is intended to aid in the work of making linings. It don't make a lining entirely. We have got a girl that runs the double-needle machine entirely. I pay by the day for linings made in that shop. They generally expect from \$7 50 to \$8 a week. We partly had girls on lining by day work. The prices paid before—that is, the way we had them fitting before was ladies' French kid; that is, no extra stitching on it, and it is all one piece, and we paid 15 cents a dozen. They webbed the shoes themselves. For a divided fly they got 25 cents a dozen, and the same for imperial kid, as we call it; that is, the American stock. These are the wages that were paid before the double-needle machine was introduced. Now they work by the piece. I will give you three or four from the list: \$4 85, \$5 85, \$6 20, \$7 per week. That is what they earn by the piece. It has never been so that one of our fitters earned \$15 a week on linings. Here is one that was working then, Chrissie Myers, \$7 50; Clinton, \$7 50; Goggin, \$6, a new one. They were experts; at the time they

were working on the Singer machine. They did as good work then as they do now, with the exception that they improve with the more practice they have. I really think they do more work now than they did then. We have more work now than we had then. We pay them by the day, and give them all they can do. Yes, they did have all they could do before.

I think the present system is better than the old. I got my linings cheaper than I do now. They didn't do the work any better, but they had more of it. We do more work in our factory, and each individual one does more work. They do more work now than then because we make more shoes than we did then. We used to fit linings all through, but now they each do their particular part. Four can do more now than four could then. That is, four made about \$20 in a week, and now the four make about \$28, and put up about half as many more linings. At the time I worked for Mr. Nickelsburg I was in and out of the fitting-room of the factory a great deal. I know all about the fact that the light in some factories is not a good light to work on shoes with. The light in Mr. Nickelsburg's factory is similar to the light in ours, and while sometimes a machine may be set between the windows so the light don't strike it, that would be unavoidable. There is a three-story building alongside of Mr. Nickelsburg's factory, but I don't know whether it comes up so as to shut off the light or not. I want to say that we have buildings that come up in front of our fitting-room, and they are not over ten feet away. We have no skylights there. Part of our girls work back ten feet from the window. At the time of the test there were no offers of arbitration made. Mr. Roxburgh suggested no arbitration. It had nothing to do with the business.

I do not know anything about this alleged black-list. I have not given orders that members of the Shoefitters' Union should not be employed, only such as I put up a notice of; that we didn't want any others except non-union men—I mean, people affiliated with the Federated Trades. The Shoefitters' Union was included in that. Our shop was closed to the members of that union. I never told them that they could not come into the room. If any one came I would ask the one they wanted to see to come out and see them. I don't like visitors. These are the prices that have been paid by us. That is what we have always paid, and what we pay yet. The document now shown me is the contract given to me by the White Labor League at the time I have spoken of.

[The document last above referred to is offered in evidence by Mr. Nickelsburg, and marked Exhibit 9.]

EXAMINATION-IN-CHIEF OF ALBERT DERNHAM.

On behalf of Capital. Sworn. Examined by MR. WILLIAMS.

I am connected with the corporation of Buckingham & Hecht. We had some labor troubles some time ago. That is a corporation, and I am one of the Directors. I had a conversation with the former Secretary of the Shoemakers' White Labor League, in which I told him he was driving industry away by such actions, and he said: "It doesn't matter to our workmen; if they drive it away from here they will follow it

up somewhere else." That was the Spofford matter. Our firm has not reduced wages lately. I am familiar with that Spofford matter. I don't know anything about the wages paid to-day. It is not in my department. I remember that last October or November there was some trouble with the shoefitters in our employ that was compromised. I don't know that the girls were ever out of our factory. I don't remember of any discharge a few weeks afterwards. I am not aware of the fact that a majority of the girls were discharged. I am not aware that any steps were taken by the members of our firm to obtain workmen elsewhere. If such action were taken I don't know of any one that would do it. I could not answer that question. I don't know that that was done.

Examined by MR. NICKELSBURG.

I do not know of any black-list. I do remember the Spofford matter. I can, in a very short time, give the gist of that trouble. We introduced a lasting machine. This man Spofford contracted to do the work at a certain price. The union objected, called him to account, and ordered him to appear and show why he worked on that machine at a certain price, and told him to stop, and he refused to stop, and they asked us for his discharge, and we refused to discharge him, and hence the strike. I am under the impression that there were about 400 went out of our factory on that strike, and it has been figured up that there were 1,070 in all. There was a lockout in consequence of the strike in our factory ordered by the Manufacturers' Association. The association does not make it a rule that if a man refuses to work for one member, that they lock him out of all the members of the association. I can give you that rule. I think you have reference to our constitution.

[In connection with this Spofford matter, Mr. Nickelsburg offered in evidence an affidavit from the man Spofford himself and his employer. Marked Exhibit 11.]

[The witness here read an extract from the constitution of the Manufacturers' Association in reference to the matter inquired of.]

I do not know that I am here to answer the question as to whether I recognize any similarity between that rule and the rule reputing to allow men to work with non-union men. Diseases desperately grown can only be treated by desperate means. You strike me on the left cheek and I will probably strike you back. That is about the gist of it.

EXAMINATION-IN-CHIEF OF MR. ALTMAYER.

On behalf of Capital. Sworn. Examined by MR. NICKELSBURG.

This is a true copy of the payroll of the fitters. This is an exact, true copy.

[Referring to the payroll offered in evidence, and marked Exhibit 10.]

At that time there were four fitters making lining work. There are ten now. It is a fact that those lining-makers, with the new machine and the corrected schedule, are now making more money than they did before; each and every one of them. One of those three striking girls that went out is back. Of the sixteen that went out seven are working in the factory to-day. I consider the fitting-room one of the best fitting-

rooms in America. It is 125 feet long and 24 feet wide, and contains two skylights, one of which is 48 feet by 24, and the other one is 12 feet by 24 feet. We have thirty-one windows. We have a patent safety filter for the water, and we have patent ventilators in the windows, and disinfectants in all the closets, and I don't think there is anything wanting to the comfort of the girls, and all statements to the contrary are false. That factory was built twenty-one years ago. That fitting-room has always been the same, except that twelve months ago a new building was put up alongside of it. I never heard any complaint about the light or condition of the fitting-room before that strike from anybody.

Cross-examined by Mr. McGLYNN.

This building will not interfere with the light to any extent. You see the fitting-room is fronting on the east side of the building, where the sun comes in in the morning, and there is generally a very good light. We have three sides entirely free. The front is free, and one side is free, and on the other side there is twelve feet between that and the building, and there is light on all sides. In the winter time we have no fires, and it is chilly sometimes. We have a gas-stove there, and the girls light the gas also if it is very cold. I have Miss Hines down here on the payroll for \$10 95, entered as for one week; that is, there was one payment made to her, but she might have worked a day or two longer. I couldn't say whether she worked a week, or six or seven days. We have no way of finding out whether Miss Hines testified falsely when she said she worked for \$7 or \$8 a week, because her book is not here; but this payroll shows that she earned \$10 95. I was looking for her book and couldn't find it.

MISS HINES: I left it there. Answer—Yes, but I couldn't find it. I know that you didn't come the next Monday. If it was a day or two longer than a week we would put it in on the same payroll. If you came there in the middle or fore part of the week and left the following Saturday then there would be two payrolls. Your book only shows one.

MR. NICKELSBURG: I rest our case.

[The further hearing of this matter was continued until Monday, June 20th, at 9:30 A. M.]

SHOE EXHIBIT 1.

REGULATIONS AND AGREEMENT PROPOSED BY WHITE LABOR LEAGUE, AND REJECTED BY MANUFACTURERS.

Regulations Governing the use of the Stamp of the "Boot and Shoe Workers' Union of the Pacific Coast" in all Factories under its Jurisdiction.

1. The stamp shall not be impressed upon any goods manufactured in whole or in part by Chinese or Mongolian labor.
2. The custody of the stamp at all times shall be under the control of the union, and it shall only be used by members thereof, or some person designated by the Board of Trustees.
3. No person shall be allowed to use the stamp, either temporarily or otherwise, except authorized to do so by the Board of Trustees.
4. The stamp shall be exhibited to the Secretary, or executive officer of the union, at any time he may deem it expedient or necessary.

5. The shop committee shall see that the stamp is always securely sealed up at the end of each day's work.
6. The stamp shall only be placed on goods manufactured or made by members of the Boot and Shoe Workers' Union.
7. The stamp shall not be placed on any goods after they have once left the factory.

THIS AGREEMENT, made at San Francisco, California, this ——— day of ———, 1892, by and between ———, engaged in the manufacture of boots and shoes, etc., in San Francisco, California, party of the first part, and "The Boot and Shoe Workers' Union of the Pacific Coast," a corporation, formed under the laws of the State of California, and having its principal place of business in the city of San Francisco, California, party of the second part;

WITNESSETH: That in consideration of the faithful performance of, and the strict compliance with, the terms and conditions of this agreement, on the part of the party of the first part, the said party of the first part is by the terms of this agreement, and under such laws, rules, and regulations governing union factories, as may now be in force, or may be hereafter adopted, granted the use by the party of the second part of a stamp, said stamp now and hereafter to remain the sole property of the party of the second part, which shall be affixed to, or impressed upon, each pair of boots and shoes, etc., manufactured by said party of the first part, when so desired, said stamp to be designated as No. ———.

And it is further stipulated and agreed that the operation of affixing the stamp to goods manufactured by said party of the first part, shall only be performed by members of the party of the second part.

And it is further stipulated and agreed, and made a part of this agreement, that said party of the first part shall only employ members of the party of the second part, or persons not obnoxious to it, while possible to obtain sufficient help to carry on its business from among members of said party of the second part.

And it is further stipulated and agreed that nothing herein contained shall be construed as a waiver of ownership in the stamp heretofore referred to in this paper by the party of the second part, but that said stamp shall always be and remain in the ownership and control of said party of the second part; and said party of the first part hereby agrees to return said stamp to the party of the second part at any time on demand of said party of the second part, made by authority of its Board of Trustees.

In witness whereof, we have hereunto set our hands and seals, at the City and County of San Francisco, California, this day and year first above written.

BOOT AND SHOE WORKERS' UNION OF THE PACIFIC COAST.

SHOE EXHIBIT 2.

THIS AGREEMENT, entered into this twenty-second day of April, 1891, between the Boot and Shoe Manufacturers' Association of San Francisco and the Boot and Shoemakers' White Labor League of San Francisco, to wit:

First—The Boot and Shoemakers' White Labor League herewith agree that the members of the Boot and Shoe Manufacturers' Association have a right to employ or discharge any one, whether he is or is not a member of any labor organization. The Boot and Shoe Manufacturers' Association agree that they will not be prejudiced against any employé because he does belong to the Boot and Shoemakers' White Labor League.

Second—That the "block system" shall be raised and forever abolished.

Third—That the "shop committees" are authorized to collect dues and assessments from members of the league employed in our respective factories; and the representatives of the league shall have the right to deliver to the office of the respective factories, bills showing the delinquencies of the members, and the respective factories herewith agree to deliver such bills to the men thus indebted.

Fourth—All differences between the members of the Boot and Shoe Manufacturers' Association and their respective employés, now existing or hereafter arising, shall be settled by an Arbitration Committee, composed as follows:

Two members of the Boot and Shoemakers' White Labor League and two members appointed by the Boot and Shoe Manufacturers' Association, and in the event of a tie vote of these arbitrators, then these four to select a fifth, who shall be a disinterested party, and the verdict rendered by the majority shall be final. Such arbitration shall be conducted only on the facts of the case, provided that they do not conflict with this general agreement, or any portion thereof. The Manufacturers' Association herewith agree to abide by the decision of the Arbitration Committee, and will not order a lock-out in the event of a decision rendered against them. The White Labor League herewith agree to abide by the decision of the Arbitration Committee, and will not order a strike, order or ask to be ordered a boycott on any member of the Boot and Shoe Manufacturers' Association, in the event of a decision being rendered against them. The Arbitration Committee shall be notified by the respective Secretaries within forty-eight hours after commencement of any differences, and shall then meet within three days after having received notice, and shall render a decision as soon as possible. Pending the discussion

and the decision of any differences or dispute, there shall be no lockout, strike, stoppage, or cessation of work by either employer or employes.

BOOT AND SHOEMAKERS' WHITE LABOR LEAGUE.

GEO. S. DRISCOLL, President.
ALEXIS SULLIVAN, Secretary.

BOOT AND SHOE MANUFACTURERS' ASSOCIATION.

S. NICKELSBURG, President.
ALBERT DERNHAM, Secretary.

SHOE EXHIBIT 3.

PRICE LIST OF HANNAN & SON, NEW YORK.

	How Paid.	Cents per Pair.
Lasting-machine operator*	Piece-work	3
Pulling upper over last*	Piece-work	3
Tack-pulling and bracing toe*	Piece-work	1
Sewing welt	Day work	1 $\frac{3}{4}$
Welt beating	Piece-work	$\frac{2}{3}$
Repairing	Piece-work	2
Filling bottom	Piece-work	2
Sole laying and rounding seat	Piece-work	2
Rounding and channeling†	Piece-work	1 $\frac{1}{4}$
Stitching	Piece-work	3
Leveling	Piece-work	2
Sprigging seat	Piece-work	$\frac{1}{2}$
Slugging top piece	Day work	$\frac{1}{2}$
Heel attaching	Piece-work	1 $\frac{1}{4}$
Breasting heel	Day work	$\frac{1}{3}$
Trimming heel	Piece-work	1 $\frac{1}{2}$
Trimming edge	Piece-work	2
Pricking stitches	Piece-work	1
Burnishing edge	Piece-work	2 $\frac{3}{4}$
Scouring heels	Piece-work	$\frac{1}{8}$
Burnishing heels	Day work	$\frac{3}{4}$
Seat wheel	Piece-work	1
Inking shank and top piece	Day work	$\frac{1}{4}$
Finishing shank and top piece	Piece-work	1 $\frac{1}{2}$
Finishing bottom	Piece-work	2
Beading edge and top piece	Piece-work	$\frac{3}{4}$
Rubbing off		
Pulling lasts	Day work	$\frac{3}{4}$

*The three charges are for lasting by the Rochester lasting-machine process. If lasted by hand 12 cents per pair would be paid instead of 7 cents.

† This charge is for rounding the sole and channeling it to the in seam after the shoe is lasted, but before it is stitched. Until recently it was done by hand at a cost of 5 cents per pair, but a machine just introduced by the Goodyear Company does the work at the reduced price charged in the costing.

SHOE EXHIBIT 4.

COPY OF RESOLUTION

Adopted at a meeting of the Associated Boot and Shoe Manufacturers, February 26, 1892.

WHEREAS, A member of this association has been boycotted by the Federated Trades; and a committee has been appointed by us to investigate the cause, who have made the following report:

REPORT OF COMMITTEE APPOINTED TO INVESTIGATE THE CAUSE OF STRIKE AND SUBSEQUENT
BOYCOTT OF CAHN, NICKELSBURG & CO.

"Mr. ALBERT DERNHAM, Secretary of the Associated Boot and Shoe Manufacturers of San Francisco:

"We find that the firm paid twenty-four (24) cents per dozen, and that it took the operator sixty (60) minutes to make a dozen pairs of linings; and with the new machine,

and at twenty (20) cents per dozen, the operator made one dozen in forty-eight (48) minutes, being, instead of a reduction, an increase of 1 cent per dozen, as the operator can perform one quarter more linings in sixty minutes at the new rates and process than by the old, therefore earning 25 cents in sixty minutes in place of 24 cents, as formerly.

"W. W. GLANVILLE.
"J. C. NOLAN."

All of which shows that there was no decrease in wages, but actually a small increase; therefore, be it

Resolved, That unless said boycott is removed by Saturday, March 5, 1892, the factories controlled by the Associated Boot and Shoe Manufacturers of San Francisco, consisting of The United Workingmen Boot and Shoe Co., Cahn, Nickelsburg & Co., Rosenthal, Feder & Co., Porter, Slessinger & Co., Buckingham & Hecht, Earle & Co., Jory Bros., Nolan Bros., Jones & Glanville, will, in justice to our non-union help, as well as ourselves, and for the protection of both, dismiss from our employ such persons as belong to organizations affiliating with the Federated Trades.

ASSOCIATED BOOT AND SHOE MANUFACTURERS.

W. ROSIE, President.
ALBERT DERNHAM, Secretary.

SHOE EXHIBIT 5.

MANUFACTURERS' ULTIMATUM.

In accordance with a resolution adopted on February 26, 1892, by The Associated Boot and Shoe Manufacturers of San Francisco, this factory will close on Saturday, March 5, 1892.

We will reopen on Monday, March 7th, with non-union help, and all who desire to be reemployed may report; but none who are members of any organization affiliating with the Federated Trades need apply.

CAHN, NICKELSBURG & CO.,
ROSENTHAL, FEDER & CO.,
PORTER, SLESSINGER & CO.,
UNITED WORKINGMEN BOOT AND SHOE CO.,
JORY BROTHERS,
EARLE & CO.,
JONES & GLANVILLE,
NOLAN BROTHERS,
BUCKINGHAM & HECHT,

Members of the Associated Boot and Shoe Manufacturers of San Francisco.

SAN FRANCISCO, March 5, 1892.

SHOE EXHIBIT 6.

WHITE LABOR LEAGUE TO THE PUBLIC.

The manufacturers and employers of San Francisco having organized an association to protect their capital, deny us the right, as Americans, to organize or to belong to any organization that will protect our labor. As our labor is our capital, we contend that we have as good a right to organize to protect our capital, as they have to organize to protect theirs.

To crush our efforts to obtain recognition of that principle, they now refuse to use the stamp of the Boot and Shoemakers' White Labor League, and which has assisted most materially in driving Chinese competition out of the market.

We therefore respectfully ask you to insist upon having the boots or shoes that you buy stamped with the Boot and Shoemakers' White Labor League stamp, and thereby assist us in asserting our rights to protect our labor.

If your dealer does not keep shoes stamped with the above stamp, do not let him pass off any Chinese or Eastern shoddy stock on you.

BOOT AND SHOEMAKERS' WHITE LABOR LEAGUE.

Shoes bearing the above stamp can be obtained from P. F. Nolan & Sons, Pringle Bros., J. T. Sullivan.

LETTER TO EARLE & CO.

SAN FRANCISCO, CAL., February 3, 1892.

EARLE & Co., *Boot and Shoe Manufacturers:*

GENTLEMEN: The Boot and Shoemakers' White Labor League, and the Trustees thereof, having decided to discontinue the circulation and use of the stamp of the association, and to recall the same, also to rescind all agreements now outstanding in connection therewith, you are therefore hereby notified to deliver up to said association corporation the said stamp and to forthwith discontinue the use thereof; you are also hereby notified that all rights and privileges heretofore given you for the use and possession of said stamp, together with all agreements concerning the same, are hereby rescinded and terminated.

Yours, etc.,

_____, President.

ANDREW A. BOTZBACH, Secretary,
A. SULLIVAN,

General Secretary Boot and Shoemakers' White Labor League.

SHOE EXHIBIT 7.

CIRCULAR BY COUNCIL OF FEDERATED TRADES.

HELP THE GIRLS.

To the Working Men and Women of the Pacific Coast:

The Women Shoefitters' Union, composed of the women and girls employed in the large shoe factories of this city, desire to lay before the public a plain and truthful statement of some of the conditions under which they labor, and ask their friends among the customers of the firm of Cahn, Nickelsburg & Co. to assist them in procuring some amelioration of the state of affairs.

The members of this union have been compelled to leave the employment of the firm because of their treatment, and in the interest of our common humanity we demand that this rapacious concern be compelled to cease their grinding exactions from their employes and augment, if necessary, their already large income by means other than the reduction of the wages of the girls in their employ to the starvation point.

The shoe manufacturing firm of Cahn, Nickelsburg & Co. has long been known in the trade as the most persistent and remorseless in taking prompt advantage of every depression in the labor market to make petty reductions in the wages of their employes—especially in the wages of women and girls, who are always the most helpless in contending against the injustice. Wages are being cut in some departments almost weekly, and they have now reached such low figures that but few classes of work are left on which an average workwoman can earn a decent living.

The wages paid by this penurious firm are so much lower than those paid in other factories on the same kind of work, as to be notoriously unfair by all employers as well as employes who know the facts.

The quarters provided for work-rooms are cold and cheerless, dimly lighted, and in many respects totally unfit for occupancy, by even strong men, for six days in a week at this arduous toil, much less the tired and overworked girls and women, whose labor contributes so materially to the profits of the concern, while they receive so little in the way of compensation. During the past four months this firm has made reductions in five different branches of work, and when the first reduction was brought to the attention of the Council of Federated Trades, the firm was visited, and they promised that no further cut would be made.

Their duplicity is shown by the fact that the following week another reduction was made in the rate paid on one class of work.

Not only is it the policy of the firm to reduce the rate paid at every opportunity, but they have even set a limit of weekly earnings, beyond which they will not allow the girls to go.

This, of course, is to keep them so near the "hunger line" all the time that they will be more completely their slaves, and be unable to resist further extortions. As it is now, girls work hard for a whole week on some kinds of work and only earn the miserable pittance of \$4.

The firm has again assured the public that the last reduction was brought about by the introduction of a new machine, which they claim will more than double the output of any operator. This claim is not borne out by facts, and when it is known that skilled operators on the new machine were only able to earn 14 cents an hour, and that the girls so employed found that they would starve at this work, and abandoned it before any order to strike was given, it will be at once conceded that it does not matter whether the firm's estimate of the new machine is true or false.

The operators are required to oil and clean the machine with which they work. Reductions are made for all poor work, and they are charged for all work spoiled, accidentally or otherwise, so that at the best the earnings are meager, and it is hard to even live on the amount received in the most liberal factories.

But all we ask is that *this firm shall pay as much as is paid by the other factories engaged in the same line of business, and competing with Cahn, Nickelsburg & Co. for the trade of the people in this city and throughout the Pacific Coast.* They can well afford to do

so, and we ask our friends to cease patronizing Cahn, Nickelsburg & Co. until they relinquish their slave-driving methods and pay their women operators at least as much as the other factories.

Further, we ask you to wait on the shoe dealers in your vicinity and urge them to purchase their goods from some other firm than Cahn, Nickelsburg & Co., who have certainly forfeited all claim to the patronage of any public-spirited citizen.

We appeal to the working people—our fathers and brothers and friends—to assist us in the struggle for a woman's right to live. *Do not buy anything manufactured by Cahn, Nickelsburg & Co.*—League Stamp No. 4.

COUNCIL OF FEDERATED TRADES.

SHOE EXHIBIT 8.

SAN FRANCISCO, March 10, 1892.

To the Executive Committee of Federated Trades:

GENTLEMEN: We, the undersigned, members of the Shoefitters' Union, would most respectfully ask you to withdraw the boycott issued, at the request of our union, against the firm of Cahn, Nickelsburg & Co.

After mature consideration and a more thorough investigation, we have arrived at the conclusion that the strike and consequent boycott were precipitated by a misunderstanding and without just and sufficient cause.

Yours respectfully,

A. FORD.
M. FORD.
GIBBRIDE.
JULIA HOGAN.
KETTLE.
M. POWERS.

SAN FRANCISCO, April 11, 1892.

The undersigned hereby declares that the shoefitters' strike at the factory of Messrs. Cahn, Nickelsburg & Co., last February was uncalled for, and the consequent boycott unjustified, and that I am no longer a member of said Shoefitters' Union.

MAGGIE QUIGLEY.

SHOE EXHIBIT 9.

WHITE LABOR CONTRACT.

This contract, made at San Francisco, California, on this twenty-seventh day of February, 1886, by and between Orin Jones, forming the copartnership engaged in San Francisco, in the manufacturing of boots and shoes, under the firm name and style of Orin Jones & Co., parties of the first part, and "The Boot and Shoemakers' White Labor League," a corporation formed under the laws of the State of California, and having its principal place of business at said San Francisco, the party of the second part;

WITNESSETH: That whereas, second party did heretofore adopt and appropriate a certain stamp and trademark; and whereas, first parties desire to obtain from second party possession of one of its portable steel stamps by which said stamp and trademark is cut into or printed on boots, shoes, etc., with permission to use same on boots, shoes, etc., made exclusively by white labor, in order to designate the same and to protect white labor against Chinese competition, and the community against fraud and imposition;

Now, therefore, it is mutually agreed:

1. That the title to and ownership in the portable steel stamp given this day into the possession of first party shall always remain in and belong to said corporation, but the use of same for the purposes herein stated is granted to first parties while they and each of them carry out all the promises, stipulations, covenants, and conditions of this contract.

2. That none of the first parties will employ any Chinese or Mongolian labor in any part or detail of the boot and shoe manufacturing business conducted by them, or either of them, but will on the contrary employ white labor in the conducting of their said business. And it is further agreed that the first parties shall not stamp or put in any way their firm, corporate, or individual name on any boots, shoes, or slippers made in whole or in part by Chinese labor.

3. That said steel stamp shall be used only in stamping or marking goods prepared and made by white labor exclusively, in the workshops and factories of first parties, no part of such goods, be they raw material, made up or manufactured, shall be obtained from Chinese; said steel stamp shall be safely locked up by first parties at the close of each day's labor, and in no event shall it be allowed out of the factory and regular place of business of first parties.

4. That the use by first parties, or by either of them, of said steel stamp and trademark shall be supervised by a committee of one or more members of second party appointed for that purpose, which committee shall at all times during the working

hours of first parties, or either of them, be allowed without objection, verbal or written, full ingress and egress into and from the shops and factories of first parties, in order to enable them or him to fully inspect and investigate the operation and use of said steel stamp and said trademark, and no obstacle or restraint shall by first parties, their servants, agents, or employés, be interposed to any of said committee making said inspection at all said times for the purposes aforesaid.

5. It is mutually agreed that on any breach of this contract or any of its promises, stipulations, covenants, and conditions by first parties, or by either of them, they or he will return said steel stamp, and second party shall have the right, without any prior demand or notice, to replevy said steel stamp and forbid its further use by first parties, or any of them, and to forbid the further sale or traffic in any Chinese goods bearing said stamp or mark, and on being so forbid, first parties agree to cease said sale and traffic.

6. That any changes in written contracts similar to the above in purpose hereafter made by said corporation with any boot and shoe manufacturer, containing any more favorable terms than are herein contained shall become a part hereof, and operate to such favorable extent to and for the benefit of the parties of the first part.

7. It being extremely difficult to fix the actual damage, and a matter of great cost, difficulty, and impracticability to estimate or prove and establish correctly the damage sustained to second party by any breach in whole or in part of Subdivisions 2, 3, and 4, it is agreed that for any violation on the part of first parties of any promise or condition contained in Subdivision 2, \$400 shall be and is hereby mutually estimated, presumed, settled, and fixed as the liquidated damages which shall be paid without any question or objection as to the absence or want of proof showing the particulars, and without any other objection.

That for any violation on the part of first parties of any promise or condition contained in Subdivision 3, \$400 shall be and is hereby mutually estimated, presumed, settled, and fixed as the liquidated damages which shall be paid without any question or objection as to the absence or want of proof showing the particulars, and without any other objection.

That for any violation on the part of first parties of any promise or condition contained in Subdivision 4, \$200 shall be and is hereby mutually estimated, presumed, settled, and fixed as the liquidated damages which shall be paid without any question or objection as to the absence or want of proof showing the particulars, and without any other objection.

The recovery of these or any of these specific liquidated amounts shall not affect the general recovery of any other or further damages or costs on the bond given herewith.

In witness whereof the parties hereto have here executed the foregoing agreement the day and year first above written.

[SEAL.]

ORIN JONES.

In presence of WM. GLANVILLE, JOHN KINSELLA.

[CORPORATE SEAL.]

BOOT AND SHOEMAKERS' WHITE LABOR LEAGUE.

By JOSEPH M. CLARK, President.

By P. B. GALLAGHER, Secretary.

Know all men by these presents, that Orin Jones, forming the copartnership engaged in manufacturing, in San Francisco, boots and shoes under the firm name and style of Orin Jones & Co. and The Boot and Shoemakers' White Labor League, individual residents of San Francisco, California, are each and all jointly and severally held and firmly bound unto "The Boot and Shoemakers' White Labor League" of San Francisco, a corporation formed and existing under the laws of the State of California, in the sum of one thousand dollars, gold coin of the United States of America, to be paid to the said corporation and its successors and assigns, for which payment well and truly to be made we, all, and each of us jointly and severally bind ourselves, and our heirs, executors, administrators, assigns, and successors, firmly by these presents.

Sealed with our seals, and dated the twenty-seventh day of February, 1886.

The condition of the above obligation is such that whereas on this day and immediately prior to the execution of this bond, said obligors and said corporation did enter into the written contract first set forth hereinbefore, which said contract in every respect, with all its promises, stipulations, covenants, conditions, and details, is hereby made a part of this bond;

Now, therefore, if said obligors and each of them shall promptly, truly, and faithfully carry out all the promises, stipulations, covenants, and conditions of said contract or part of each and all of them, and perform all the said promises, stipulations, covenants, and conditions according to both the spirit and letter of said written contract, and pay or cause to be paid all costs, reasonable attorney's fees, and disbursements on the recovery of any judgment against said obligors, or either of them, under this bond or the foregoing contract, or for said stamp, then the above undertaking to be void; otherwise to remain in full force and effect.

Witness the execution of this undertaking by us on the day and year last above written.

[SEAL.]

ORIN JONES.

In presence of WM. GLANVILLE, JOHN KINSELLA.

SHOE EXHIBIT 10.

PAYROLL OF CAHN, NICKELSBURG & CO., FROM JUNE 6, 1891, TO JUNE 11, 1892.

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1892—

January 30.....	12 25	7 10	12 00	9 75	8 00	10 80	11 05	9 90	7 95	11 30	6 10	9 90	9 90	11 65	11 50	7 25
February 6.....	12 70	2 15	12 25	7 60	7 15	8 50	11 10	11 70	9 70	9 65	1 70	9 75	9 85	12 95	9 30	1 65
February 13.....	12 75	-----	12 95	6 20	5 15	11 30	6 55	6 15	5 50	5 05	-----	6 00	10 10	13 00	5 70	-----
Feb. 15 to Mar. 12	{	-----	11 05	-----	-----	-----	-----	Out	on	strike.	-----	-----	-----	-----	-----	-----
March 12.....	-----	-----	11 05	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
March 19.....	13 00	-----	13 00	-----	-----	-----	-----	10 05	-----	-----	-----	-----	-----	-----	-----	-----
March 26 (5 days)	9 10	6 85	11 30	7 25	-----	-----	-----	12 20	-----	-----	-----	-----	-----	-----	-----	-----
April 2.....	13 10	10 25	12 95	10 40	-----	9 55	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
April 9.....	12 95	8 80	13 25	9 05	-----	10 50	-----	12 20	-----	-----	-----	-----	-----	-----	-----	-----
April 16.....	13 00	10 40	12 95	11 50	-----	11 30	-----	12 00	-----	-----	-----	-----	-----	-----	-----	-----
April 23.....	12 10	10 45	13 05	11 20	-----	11 35	-----	12 45	-----	11 30	-----	-----	-----	-----	-----	-----
April 30.....	13 20	10 80	12 90	12 05	-----	13 35	-----	12 60	-----	12 10	-----	-----	-----	-----	-----	-----
May 7 (5 days)	9 60	7 70	8 45	9 15	-----	10 25	-----	12 70	-----	10 85	-----	-----	-----	-----	-----	-----
May 13.....	11 60	10 15	11 35	8 50	-----	sick	-----	12 40	-----	11 55	-----	-----	-----	-----	-----	-----
May 27.....	10 90	9 15	12 50	7 00	-----	sick	-----	12 10	-----	10 70	-----	-----	-----	-----	-----	-----
May 28.....	8 30	10 65	10 80	7 45	-----	8 55	-----	9 25	-----	10 15	-----	-----	-----	-----	-----	-----
June 4.....	11 35	9 60	11 45	11 00	-----	11 15	-----	10 20	-----	9 10	-----	-----	-----	-----	-----	-----
June 11 (5 days)	8 90	8 40	11 50	9 10	-----	10 55	-----	11 15	-----	7 45	-----	-----	-----	-----	-----	-----

SHOE EXHIBIT 11.

AFFIDAVIT OF W. E. SPOFFORD.

Have been employed at Buckingham & Hecht's since November, 1890; am working on the Boston lasting machines. Earned from \$10 to \$19 per week; could have earned more, but one of my helpers was controlled by men in the shop, so that when he got to a certain limit he would stop; and secondly, a helper I had employed to do inferior work I was compelled to discharge by the White Labor League. Left alone I could earn \$4 a day. Have been a member of the league in good standing till April 1, 1891; did not resign; I simply ignored them because they did not treat me fairly, compelling me to discharge my boy contrary to the laws of the league, common sense, and justice. I made application for an investigation. They called the boy a scab, which they had no right to do. I interviewed several members of the league, stating the situation, and they all appeared to agree with me that there was no reason why I should not employ the boy. I was willing to leave it with the league, being sure there was nothing in the laws and constitution of the league to prohibit my employing the boy, and had no doubt that I would receive justice. I exerted myself to get the report of the Executive Committee filed, but failed, yet I attended the next regular meeting of the league and called for the report. They called me into the committee room, delayed awhile, and then told me the committee had decided that I must let the boy go. I went back to the meeting and asked to have judgment in my case deferred until they had decided a case parallel to mine, but this was denied me, and I simply ignored them.

I paid the boy \$2 50 per day; he took every opportunity to leave his work and go among the others. He was 19 years of age, a member of the league, and earned \$12 50 per week working for Buckingham & Hecht before he worked for me.

On Friday, previous to March the 20th, the boy stated that he had to go to the league that night, and when I asked him what was wanted of him, he said he didn't know. I expected a citation that day, but it didn't come. The following Monday, a letter dated the 28th reached me, and Mr. Sullivan brought me a copy of it, wherein I was requested to appear before the Board. I concluded to avoid going to the meeting, until I had time to consider the matter, as other people's interests were involved as much as my own. The following day, the 31st, Mr. Sullivan came and handed me a letter, and seeing the next step would be a decisive one, I went to Mr. Weil and showed it to him, and told him if I refused to go it might involve a strike, and I did not feel justified in taking such a step without advising the firm. He told me to act according to my own judgment. The next day Mr. Sullivan called on me at the factory and told me that the league had considered my case, and decided that I must quit the shop for good. I answered that when I received word from the office to quit, I would do so; not before. He started to harangue me, but I told him I would have no discussion about it, and went back to work. This is a voluntary statement.

W. E. SPOFFORD.

Sworn to before HARRY J. LASK, Notary Public, April 11, 1891.

AFFIDAVIT OF MR. WEIL.

Mr. Spofford came to me one day last week, stating that he had been requested by Mr. Sullivan, representing himself to be the Secretary of the White Labor League, to quit his job, and asking me what he should do. I told him he could do as he liked about it. If he wished to work, the work was there for him, but I could not advise him what to do. This ended that interview. The following day I was interviewed by Mr. Sullivan, who told me that he was sent by the White Labor League to demand the discharge of Mr. Spofford, giving as his reason that Mr. Spofford had violated his obligations to the league. I told him that in a case like that I could not recognize an individual, but if he, as representative of a body of men, would make his demand in writing, the same would be received and considered. Mr. Sullivan refused to do this and left, appearing the next day, making the same demand, which was again refused, and the result was he called the men out from work, only four or five returning in the afternoon, the others remaining out. There was no question of wages involved.

This is a voluntary statement made by me.

L. P. WEIL.

Witness: HARRY J. LASK.

Subscribed and sworn to before me, this eleventh day of April, A. D. 1891.

HARRY J. LASK,
Notary Public.

THE BREWERIES.

The bitter spirit of war usually attending labor troubles has here been scarcely held in restraint by law. There is conflicting and curious testimony concerning the settlement of the boycott on the United States Brewery. That a large amount of money was appropriated for that purpose is plain, but there is little evidence to show how it was expended. The refusal of some of the witnesses to testify is suggestive.

The experience of the National Brewery is unique, and illustrates the effect of industrial war. There were rival unions of brewery workmen, one affiliating with the Federated Trades, the other with the National Union of the United States. The National Brewery had some workmen employed, members of the latter, and on refusing to discharge them the Federated Trades laid a boycott on the brewery. Then an agreement between the Federated Trades and the brewery was effected, and the men discharged, whereupon the workmen belonging to the National Union laid a boycott on the brewery. After that, owing to a disagreement all around, the Federated Trades laid another boycott, which is still on. Other passages in the testimony have almost the quality of humor, though it probably did not appear so to the parties at the time.

Still the contest has resulted, on the whole, favorable to the workmen, without permanent detriment to employers. There is some evidence that the business is somewhat depressed, but this appears to be due to the general depression of business prevailing. Two hundred union men now idle is but the same old story of more workmen than opportunities. Wages were materially increased, and hours shortened under union rule, and these changes still hold, though there remains but one union brewery in the city; all the others either refusing to employ union men, or asking no questions.

MONDAY, June 20, 1892.

TESTIMONY OF HENRY F. FORTMAN.

Sworn. Examined by MR. WILLIAMS.

I reside in San Francisco, and am President of the Arctic Packing Co. At one time was President of the Brewers' Protective Association. At the time of the United States boycott I was part of the time Vice-President, and part of the time President; Vice-President when it began and President when it ended. As far as I can remember there was a first demand made on the Chicago Brewery Co. by the Federated Trades to discharge certain men in their employ. The demand, however, was not pressed as far as I know, and the same demand was made against the United States Brewery. Demand was made to discharge a particular man, and I believe the demand was made on a Saturday or on a Friday evening. The proprietors of the United States Brewery refused to discharge a man, and on a Saturday evening the boycott against the United States Brewery was levied; Saturday, September 1, 1888, I believe it was. The reason that the union assigned for the discharge of this particular man was that he was not a member of the union, or that he was not a member in good standing. As far as I can remember the principal employes were members of the union, that is, the inside

men; the drivers and foremen and engineers were not members of the union. I do not know the name of the man asked to be discharged, but he held some subordinate position in the brewery. The proprietor of the brewery was satisfied with this man as a workman as far as he reported to us. He absolutely refused to discharge him, and a boycott was levied the same night or the next day.

The demand was made on the Chicago Brewery first about a week before and that matter was dropped, and during the following week this United States matter cropped up. The United States Brewery belonged to the Brewers' Protective Association at that time, and that association supported that brewery to a great extent. Mr. Rohrbacher was appointed a committee of one from that association with full power to act and with full power to take assistance from any member that he chose. He chose Mr. Hagen of the Albany Brewery as his assistant in the boycott matter. This committee drew various and large sums of money from us for their own expenses, and the Board of Directors repaid the United States Brewery their losses as they were reported; that is, there were only lump sums reported. For instance, one month they told us \$3,000 would be large enough for that month. The total sum paid to the United States Brewery for their losses in consequence of the boycott was \$24,000, and not alone to repay them, but also to repay some other customers; they stated they were paying sums of money and otherwise assisting customers against whom the boycott was levied. The union would boycott the customers of the United States Brewery, and those customers would report that they lost trade in consequence. In one instance the association paid \$200 direct to a customer of the United States Brewery for his loss by the boycott. As far as I can recollect this \$24,000 was paid the United States Brewery. There were \$12,000 or \$14,000 paid for newspaper advertisements, etc., that could be charged to the boycott account, including the \$200 already mentioned, and witness fees, etc. And there were some \$15,000 paid to the Boycott Committee, consisting of Mr. Rohrbacher and Mr. Hagen.

There was an understanding that a final report should be made by them, and also a report by all the officers of the association. All officers reported, except this Boycott Committee, as to the expenditure of money, as far as they knew; but the Boycott Committee made verbal reports from time to time during the boycott as to what uses they put the money to. They reported that it was necessary to give various and large sums of money to the leaders of the Federated Trades to settle the boycott. We know of some minor bills incurred by them; there were attorneys' fees paid and several other things that had been paid that we know of; some printing bills had been paid out of that. This committee never stated how they paid that money; they never brought in their final report, and before the thing was finally wound up the breweries were bought by the English Company—some of them. The United States was one of them, and consequently they did not bring in a report, and suit was brought against them. It was brought during my term as President, but it was not concluded, because I sold my business and left. The suit was for an accounting. They told us that they had given their word of honor to the leaders of the Federated Trades not to divulge any of the secrets, or how, or when, or where this money was paid over to these people; and they told us they did not intend to break their word, because it might

injure them in their business. There was a general belief among the employing brewers at that time that certain leaders of the Federated Trades got some of this money, and there was no doubt of that fact expressed at any of the meetings. I was proprietor of the Pacific Brewery at that time. I have had my share of trouble with the union. They would not let me hire the men I desired, and I had to take the men that they sent to me, and I had no choice of men among the union men.

There was a man sent to me shortly before I sold out whom I had discharged twice before for drunkenness, and he was sent again. In order to get a workman in the brewery we had to send an application to the office of the United Brewery Workmen and they would send a man down with some sort of a card or note containing the signature of the Secretary of the union. I had two very good men, and when the final settlement was made with the United States Brewery that all employés in the brewery should become union members these two were black-listed by the union; they were not taken in the union. A demand was made to get them into the union. A list was sent to the Brewers' Protective Association by the union of some ten or twelve men who were then employed in the different breweries, and two of them were in my brewery, and would not be taken into the union under any circumstances and would have to be discharged. They were very good men, and I was satisfied with them; and one of them I was so well satisfied with that as soon as my foreman left me I put him in as foreman; the other man I could not get there, and I got some other work for him. The man I made foreman was not permitted to get into the union because he wrote a personal article against Mr. Fuhrman in the German "Demokrat," and the other had some personal dispute with the Secretary of the Brewers' Union. I believe there was once a man discharged out of our brewery on demand of the union, but I am not sure. I was absent at the time. I do not think we can get the same amount of work out of men or the same attention to business where men are furnished for us in this way as we could if we hired them ourselves. I do not think they were careless, as my business was comparatively small and I had the men mostly under my personal supervision, and I would have discharged them very promptly if they had not done their work.

Cross-examined by MR. MCGLYNN.

The members of the Brewers' Protective Association were brewers, hop dealers, and maltsters of the Pacific Coast, and the San Francisco members were also members of the Brewers' Union of the United States. The National Association had no voice in the direction of our sub-association here. The individual members were all members of the National Association. The National Association had no regulation concerning union men, and they issued no proclamation against them, and they issued no proclamation against being strictly a union brewery. They passed a resolution resolving to employ whom they pleased, regardless of whether they were union or non-union men. I would not consider that a resolution against continuing a union brewery. Prior to the trouble with the United States Brewery there was a trouble about two or three years before with the Philadelphia Brewery, which was virtually the same thing, but the union was not quite so aggressive at the time. The demand of the union that none but union men should be employed, and the refusal of some of our old employés to become mem-

bers of the union, led to the trouble. Some of our old employés that we had for a great number of years refused to become members, and the union demanded that everybody should be a union man. In our brewery the question of hours had nothing to do with it.

The first demand made was that all men employed in the malt houses, wash houses, and kettles, should become union men. At that time in our brewery I don't believe the men ever worked more than nine hours at the highest. The hours of all the brewers in San Francisco were at that time very irregular, because they were principally steam beer brewers, and from the nature of the beer the hours had to be more or less irregular; for instance, in the winter you make 50 per cent as much beer as you do in summer, and you do it with the same force, so you can readily understand there is about half the work there is in summer, and I don't think that has been regulated yet. The Wieland trouble resulted in forcing all men employed in the breweries to become union members, and there was some understanding entered into by the brewers to last for one year, and it was said that the contract should be altered with the consent of both parties. I am not sure that one year was the time. That contract regulated the working hours, but it did not remedy the irregularity, because the number of working hours was not cut down. The irregularity that exists in the breweries is not in the number of working hours, but as to the time when it is necessary to attend to the beer. It has to be attended to at certain hours. The second agreement, I believe, specified consecutive hours of labor. The first agreement, as to steam beer breweries, was that the foreman could choose his own hours of labor, and the hours were not made consecutive in steam beer breweries. In my case wages were decreased; in other cases I could not say; in certain of the breweries I was aware of the wages that were paid, and for some men that agreement might have slightly increased their wages, and in others it decreased them. It would not decrease a man's wages as long as he held his position, but the new man who followed him would not get the wages; the union wages were lower than the wages being paid to that certain man. There was no resolution compelling proprietors to pay those prices.

The decrease of wages is apparent, because the average wages would be very nearly the same, and the proprietor would have to pay poor men the same as he would have to pay good men, consequently he would decrease the good men's wages. In 1888 I think the agreement entered into in 1886 was still in force; there had been no other agreement entered into, but there was a notice published in the papers that the brewers in this city could employ whomever they pleased, and I think that publication was the notice that was sent to the Federated Trades. This was in the spring of 1888, and previous to the boycott of the United States Brewery. Mr. Hageman was President of our organization at that time, and Mr. Brunes, I believe, was Vice-President. I don't remember whether there was any official notice sent by our organization. I had no supervision or management of the affairs at the time, and I don't remember what was done. I don't remember whether there was any cause given for violating the agreement. I attended the meetings of the association generally. There were several complaints made that the union tried to restrict the number of membership of the union; that they refused to take in new members, men whom we would have liked to have in the union, and whom several brewers of San Francisco

would have liked to have employed; among them nephews, some relations of brewers, I believe two cases of nephews over in Oakland, and other cases of nephews of the employers who would have liked to have been members of the union, and whom the employers would have liked to have members, but they would not admit them. Our association did not determine to employ non-union men, but they simply determined not to ask a man whether he was a union man or not, but simply to employ him if he was a suitable man. In some instances they employed non-union men.

I was Vice-President when the boycott against the United States was levied; that was September 11, 1888, and I was elected in May, and I was Vice-President at the time the demand was made for the discharge of those non-union men in August, 1888. We received a great many letters from the Federated Trades that we took no notice of, and from time to time we received committees on different questions, and the answer we gave to those committees was that the association had determined to engage any competent workmen they could find. They did not endeavor to induce their employés not to belong to the union.

I remember the paper now shown me. The promises made to the men if they would resign were that they should retain their positions during good behavior, and that they should receive the same wages, and that the working hours should not be increased; so we did ask the employés to resign from the union after the boycott was levied, but not before, because we ascertained that the men working in the United States Brewery would work during the daytime in the brewery, and at night go out and boycott their own beer, and I believe there were seven or eight discharged for that reason. This paper that has been shown me is an open letter to the employés of the breweries, thanking them for withdrawing from the union after the union had levied the boycott against the United States Brewery. [Marked Brewers' Exhibit 1.]

The boycott on the United States Brewery lasted, I believe, in the neighborhood of nine months, and my opinion is that it was settled by money. The first outcome of it was that our committee reported that the boycott had been settled satisfactorily to the Brewers' Protective Association, but future developments showed that the boycott had been settled satisfactorily to the United Workmen and to the people who got the money. There was no agreement entered into at that time; we simply had to do what the United Workmen wanted; they sent us their demands, and each individual member of us could do as we pleased about it. Six weeks previous to that, there was an agreement entered into with Rudolph Hagen, acting with full power. The terms of the contract from Mr. Hagen's report as they were entered on our minutes, was that the breweries were allowed to enter union or non-union men at their pleasure, and they were to get those men from the employment office on Stockton Street. There were forty-two union men to be hired first of all who were out of work, and after that union men and non-union men could be hired. That agreement was complied with on our part, and its dissolution was caused by the refusal of the manager of that employment office to list non-union men. After he refused to list non-union men, our association hired men outside of that office. It was an agreement that the men should be listed and should be taken in rotation, the men who listed first to obtain employment first, as far as they were competent. We sent a committee to the Federated Trades to com-

plain about this, composed, as far as I know, of Mr. Hansen and Mr. Hagen. The agreement lasted about six weeks or two months. Then the Albany Brewery and the United States Brewery sent in their resignations as members of our association.

At that time Mr. Rohrbacher was President of the United States Brewing Company; they had incorporated at that time, and the Hageman Brewing Company, they had also changed their name in the meantime, and they represented that Mr. Rohrbacher possessed an interest in the one and Mr. Hageman in the other. Their resignations were not accepted. As far as I could understand Mr. Hageman's reasons were that he did not want to report on this \$15,000, and he said that he could make an official smoothing over of everything for \$2,500 additional; and he did not get that for his own services, and for other people's services that were to be paid, and he did not get it, and he resigned. He never mentioned the men who thought \$2,500 would be required to smooth it over, but we understood in the meetings from the report of the Boycott Committee that they were members of the Executive Committee of the Federated Trades. The result of the resignation was that the demands sent in by the United Brewery Workmen were complied with by the individual brewers—not by the association. The association simply declined to have anything further to do with labor matters at the time, and allowed each member to do as he chose.

As long as the boycott was in existence an order was given that no man should be employed who was known to be a union man and who was assisting in the boycott. There was a list of all men who had been discharged from the brewery for being union men, but not as a black-list. If they could show that they had left the union they were not black-listed any more. In one case, I believe in the South San Francisco Brewery, there was some evidence brought in to show that the men had left the union. In order that he could be removed from the black-list I believe that there was one man who had a certificate from the Secretary of the Brewers' Union, and he was employed. I don't know how many men are on the black-list. I don't remember whether there was any black-list in the Wieland fight, but I should not be surprised if there was. It was under the same conditions, and as long as the boycott was in existence union men would not be employed. If there was no boycott, of course everybody would be employed. Prior to the demand that we should get our men through the union office we only took men into our brewery that we had known and seen the workings of in other breweries, and we always kept them in mind whenever there was a change coming. Our people generally notified us weeks ahead before they would leave; it was very seldom they left suddenly; most of our people stayed very long, they stayed there for several years.

Reëxamined by MR. WILLIAMS.

We agreed to this contract because it was compulsory, and we knew that in case we broke such a contract no action would lie against us, and in breaking them did not feel called upon to give any notice. The committee that waited on us in the United States boycott comprised Mr. Bushram, Mr. Mackay, Mr. Fuhrman, Mr. McGlynn—I believe Mr. Fuhrman was there once or twice—Mr. Hoffmeyer, and I don't know the other gentleman's name. Hagen made us believe that he settled with this committee. Years before, when the first labor trouble started,

in 1886, all desire on my part to extend my brewery business ceased. I saw a great deal of trouble ahead and I thought I would do better to draw my capital out gradually and invest it in other lines of business, and to simply let the brewery run along on a paying basis and not invest any more money in buildings, machinery, etc., and then draw out as soon as a good opportunity offered, which I did. If it had not been for the labor troubles I think I should have remained in the business. Our brewery increased the wages of good men. In the beginning if a man came into our brewery he was likely to get less wages than in other breweries, but we always increased the wages as soon as we found out the man was competent and stayed with us any length of time. On an average, perhaps, we paid higher wages than any other brewery, at least as high; we always held up before the men the incentive of higher wages in case they proved competent. After we were compelled to adopt the union rules we paid the old men the same wages, but a new man that came in would not be increased in wages. I have been a practical brewer and have had a good deal of experience in managing breweries, and the system we adopted I consider better than the union system, as the men were always trying to obtain an increase in wages, and consequently did better work.

After the men were sent to us by the union there was a change in the conduct of the men. Before that they were always very friendly and confidential with us; all their little petty troubles and everything else they came along with and tried to get us to assist them and help them out, and afterwards all that ceased; the familiarity between the men and the employers ceased entirely.

Re-cross-examined by MR. MCGLYNN.

The Boycott Committee, consisting of Mr. Hagen and Mr. Rohrbacher, reported from time to time that money had to be placed where it would do the most good, and among others that members of the Executive Committee of the Federated Trades could help us a great deal. There was no direct statement made whatever; there were plenty of hints, though. It was from hints that I gained my impression that the Executive Committee of the Federated Trades were to be bribed. Our association was not willing to accept hints to account for the sum of \$15,000, and for that reason suit was entered afterwards to get an accounting after the boycott was declared off. They were given two weeks at first to bring in their account, and I believe it was extended for two weeks. The amounts to be paid were levied by monthly assessments as to the amount of beer sold by the different breweries, and the members fixed the amount of the assessments at the monthly meetings. Mr. Noonan was not part of that Boycott Committee; it was just Rohrbacher and Hagen. There was one case of expulsion. The Fredericksburg Brewery Co. was expelled for violating the agreement of making individual contracts with the union. We had a resolution at that time during the Wieland trouble that no brewery should enter into any agreement with the union without the consent of the association. Our association took no measures to injure the Fredericksburg Brewery. In the United States fight the Fredericksburg Brewery stayed out of the combination. The Fredericksburg Brewery agreed at the time when it was expelled not to injure the trade of the boycotted brewery, nor would we injure their trade. They sent us a letter to that effect.

TESTIMONY OF RUDOLPH MOHR.

Sworn. Examined by MR. WILLIAMS.

I am the Secretary of the Brewers' Protective Association, and was such during a portion of the time when the United States Brewery was boycotted, during the latter part of the boycott. I was Secretary at the time when suit was brought against Mr. Hagen for an accounting. The Court decided that they need not answer the question as to what they had done with the money. They claimed that they had given their word of honor that they would not disclose what they did with that money, and they would not break their words, and the Court decided that they could not be compelled to break their words in this case. I know that they received \$15,000. There was an engineer in the Willows Brewery who was perfectly satisfactory, and all at once the man was taken away by order of the Secretary of the Brewery Workmen's Union, for the purpose of going up north to attend to some labor troubles, no notice being given to the proprietor of the Willows Brewery, and another man was sent in his place without any notice. This man proved incompetent, and Mr. Fauss refused to employ him. At that time there was a man out of employment belonging to the union in good standing, whom Mr. Fauss knew to be a competent man, and demanded that he should be employed there, which was refused. The case was brought to the attention of the Brewers' Protective Association, and through them to the Federated Trades, and was referred to the Executive Committee of the Federated Trades, and we had to appear before them before they would permit him to be employed. After the United States boycott, the employment of union or non-union men was left to the separate breweries themselves. I believe the terms of the six weeks' contract were that we could employ whom we pleased, either non-union or union men, and that we should employ them through a disinterested party, and it was finally agreed that we should employ them through the employment office on Stockton Street, at that time run by the "Examiner," but non-union men were refused to be listed there, and it was found that no one could be listed in that office except they brought a recommendation card from the Secretary of the Brewery Workmen's Union. There has been no change of wages or hours in the breweries in this city since they broke away from the union the last time, to my knowledge.

Cross-examined by MR. MCGLYNN.

Almost all of the money of our association passed through my hands while I was Secretary. When the Boycott Committee wanted any money, they did not give me any reason for wanting it, simply that they wanted it to settle the boycott with. The money was given at various times as demanded. They never brought any reports of the good they accomplished with the money, and no good that they accomplished ever did come to my notice. There was no objection raised in our association at that time on account of this money being used. I gave them the impression that bribery had been resorted to through parties handling the money, I suppose. I noticed no effects of this bribery, but I know that the boycott was settled immediately afterwards. The trouble was settled after two large amounts had been drawn. One of \$4,500 and one of \$5,200. I should judge that the set-

tlement was in favor of the Federated Trades, because they had everything and we got nothing. About the time of the settlement, Mr. Fuhrman bought some property somewhere; of course he had very little money, and it was kind of strange he bought so much property. I have been in the beer business in this city since I was 20 years old. Eight years ago I was clerking in a brewery. At that time \$60 a month was the lowest wages paid, except perhaps in one or two cases where there was a good reason for it, but \$60 was the ordinary wages for barrel washers, subordinate positions, and maltsters; they used to get \$65, \$75, and so on, but unskilled labor was \$60. We paid a stableman once \$50, and raised him afterwards to \$55, and then by degrees he got \$60. The hours were about the same as they are now; they were indefinite, of course. They would sometimes work nights, and sometimes in the daytime, and sometimes laid off in the daytime; they would not get anything extra for getting up at night. The men were compelled to sleep in the brewery, and I think it was a good thing. Now they are compelled to sleep outside, and I believe the Federated Trades will not allow them to sleep under a roof of the party who owns a brewery or maltstery. At present we employ whom we like, union men or non-union men, and do not ask any questions, and there is no agreement existing to-day between our association and the Federated Trades; we have no difficulty in obtaining them. The Federated Trades want us to employ only union men, and are boycotting two of our breweries because they don't at the present time.

Re-cross-examined by MR. MCGLYNN.

When we resolved to employ union or non-union men, as we saw fit, the wages were not reduced. We adopted a resolution that we would not discharge any men because they belonged to a union, or refuse employment to any man because he did not belong to a union; the hours and wages to remain as they were, so that in the wages now there is no reduction from the union rule, except, I believe, in the malt houses there is a reduction for extra hours on Sundays—they don't get anything for overtime. On other days they get wages for overtime. There are two associations of boss brewers now in this city, and I am Secretary of both. The last one was organized last October for mutual protection in the beer industry, by keeping up prices and keeping out bad customers. It is called the Brewers' Association of California. All the breweries in San Francisco are members of the new association, except the new brewery on Pacific Street. The Buffalo Brewing Company of Sacramento is also a member. At the time of its organization the Pacific Street Brewery was not in existence. There never was any resolution introduced to lock out the union men in the breweries. The California association was formed in October, 1891. The paper now shown me is a list of membership of the association. The California Brewery is not a member of the association; they are barred by our rules. There was no inducement offered them to abide by our rules, and there was no money paid. Our association is more careful with money now than formerly. During my connection with breweries some years ago, the aggregate number of hours the men worked was about nine; perhaps they might have worked a little longer, but not much longer. I was in the San Francisco Stock Brewery for fourteen years, and the men did not work fourteen hours in that brewery. There might

have been one or two of them had a couple of shares in the brewery, but if they did it didn't amount to anything. When I got there I believe they had all sold out. I believe they are paying schedule wages now, which I think are about the same as were paid previous to 1886. I could not say positively, as I am not connected with the brewery now. The brewery trade at present is rather depressed, and there are a great many workmen unemployed. Five years ago there were more people employed than there are now. I do not know of any particular reason for the number of unemployed men in this city. Our association never advertised in the East for brewery workmen. I attribute the depression in the brewery industries to the general stagnation. One reason is that there is no encouragement here for manufactures. I know a man in town that wanted to go into a manufacturing business in the furniture line, and when he knew the trouble he would have with labor he didn't go in. He said there were too many labor troubles, and he would not risk his capital; he would rather employ it some other way, and he loaned it out on mortgage.

TESTIMONY OF WILLIAM A. FREDERICK.

Sworn. Examined by MR. WILLIAMS.

I am manager of the Jackson Brewery, and am President of the Brewers' Protective Association. I am not a proprietor. My father was in the brewery business ever since I was two years old. There were no non-union drivers in our brewery prior to October, 1890. We paid our drivers from \$75 up, and the highest we paid any of them was \$125. Beer drivers have to be very competent men. They solicit customers, and keep customers that are already gained, and have to be men in whom we have confidence. Prior to October, 1890, we had eight drivers. I had two men in the stable, but they worked on delivery, too. At that time I believe there was a demand that our drivers join the union, which was made upon me personally.

When the union was started our men held out that they did not want to have anything to do with it, and when the thing was partly organized they came around and demanded of us to make our men join the union, or they would put a boycott on us. If they had done so it would have hurt our business badly, and we requested our men to join, on the ground that if they did not our brewery would be injured, and they joined. There was a committee waited on us one day and notified us that our drivers had been expelled. Previous to that I had seen in the paper that they had been assessed \$20 apiece. The committee asked us if we would force the men to pay that assessment, and asked the men to pay \$5 on account; there were seven that they wanted to pay up, I think. I told them I would speak to my drivers about it, which I did, and they said they would not pay it. The committee then came and asked us to discharge them, and I told them I would not do it. I believe at that time the papers contained a good many statements that that assessment was levied for the purpose of building a new brewery. These men they wished us to discharge were good men, and are still in our employ, and had been for a long time. A boycott was then levied upon our firm and is still in force. They have tried to get away our customers. They go around with circulars. There are several cases where

they have gone into our trade and requested people to throw our beer out. They create disturbances around and drive away the customers of the saloon people who use our beer, and as a result of the boycott some of our customers have stopped taking our beer.

The boycott was levied on January 16, 1892. There was a man by the name of Schmidt, who was our head cellarman, and who was a very competent man. During the United States boycott he left the union, and we still kept him employed; and after the United States boycott was over we had to discharge him, and another man by the name of Hill, who was our foreman in the malt house, upon the demand of the Federated Trades, on account of him not being a union man. Then we put him on the wagon, and he worked on our wagon for over a year or so; then they started the Beer Drivers' Union, and we had to discharge him again. An attempt was made to get him back into the union, but they would not let him in. If we had not discharged him when asked we would have been boycotted, and we discharged him solely because we were afraid of the boycott. When our men on the inside of the brewery would leave us, we would have to apply to the union for men to take their place. We would have no choice as to what men we were to take, but would have to accept whomever they sent. If the man was incompetent we would have to discharge him, and if they sent another incompetent man we would have to discharge him also. If there was a particular man, who was idle, that we preferred to get, we could not get him; so that the man who hired our men was the Secretary of the union, and not ourselves. The result was that the men's interests lay in the union, and they took no more interest in our business. If we discharged a man, the union could send him to another brewery. If a man was discharged in one brewery in the morning, and we wanted a man in the afternoon, that same man could be sent to us, even if he was an incompetent man; so the men absolutely depended upon the union for employment. I know cases where we wanted to get particular men, and they would not give them to us, although we asked for them; they were members in good standing, and we had particular reasons why we wanted them in our business.

There has been no cutting of wages in our brewery since the boycott, and no increase. There was a rule adopted by the union that was put in operation some time before this boycott, called rotation in men, by which they laid off certain men for eight days and took new men in their places during slack times. They would, without notifying a boss at all, take a man off and send somebody else around, and we would have no say at all in the matter. Even if we had laid out a course of work for a man for a week at night, and the next morning the man was not there, we would have no recourse; a new man would be there. They would never send green men; all would be supposed to be competent, but we would have a great deal of trouble in training the men to do the work, which would be injurious to our business, as it would put the other men behind to have to teach it to them.

Cross-examined by MR. MCGLYNN.

I have never noticed that the union has benefited the men's condition, neither has it increased their wages much in my place, though it has a little in some circumstances, but it has not reduced the hours. I believe it has lessened Sunday work some, and has lessened legal holi-

day work. In our business the hours have always been consecutive. In 1886 they would start to work about 6 o'clock; now, I think, they start to work at 7; they take an hour off at noon, and then work till 5, making nine hours, which was about the way they worked in 1886. They did not work over nine hours at that time; I don't know when they started in; the nine hours were consecutive with the exception of an hour for lunch. Some of the men in our brewery lodged in the works, and some of our drivers do so still. The men who lodged in the brewery were not called to get up at night. We have a night man employed there, and he was the only man supposed to do work at night. He has been employed since January 17th last. We have employed a man in that same capacity for some six or seven years, and previous to that the brewer did the night work. Our business was not so large at that time as it is now; it has increased since 1886; it has been a union brewery since that time. The union has not damaged us until recently. We never brought influence to bear on our drivers to compel them to join the union, nor to compel them to quit the union. In 1887 there was no general wage of the drivers or their helpers in my place; we had no personal agreement with the Federated Trades. Until recently we abided by union rules, but I don't think we had any agreement to that effect; we could discharge whom we pleased; in case a man was sent to us from the union shop we could discharge him, and we have exercised that right. A man by the name of Schnitzer we discharged, and they sent him back to us again immediately after the discharge, and we discharged him again. He was let out during the boycott, and he swore up and down that he never belonged to the union, and when the United States boycott was settled the first man on the list was Mr. Schnitzer, so I let him go, and he was sent up from the union again to me, and I told him to go and be damned, and they did not send him back, but he came two years afterwards and I hired him then, and he is working there now; he claims not to be a union man.

A man by the name of Hehl was discharged from our employ by Mr. Fuhrman because he was not a good union man; we were going to be boycotted then if we did not discharge that man. I heard some talk in the meetings as to the people being bribed, but we don't say there was any bribery. There was some talk in the meeting of the association about it. I don't know what the nature of that talk was, only I heard there was money used in the Federated Trades. It was a general impression. The terms of the agreement whereby the United States Brewery matter was settled, as I understood it, was that we were to have no more union. I believe there was some agreement made about an employment office on Stockton Street; that we were to get men there, who were to be both union and non-union men, after some thirty or forty union men who were already on the list were provided for. The employment was to be at the pleasure of the employers. Six years ago we were paying \$60 in the wash house, and we were paying \$65 or \$70 in the malt house. I believe those wages have been raised a little bit, but some of our drivers have been reduced according to the union rules. According to the union rules drivers are paid \$23 a week, and helpers \$18, and stablemen \$17. The \$120 a month we paid to our drivers did not include spending money. Previous to the union the lowest we paid our drivers was about \$80, and at present, under the union rules, the least we pay is something like \$96, or \$23 a week—pretty near \$100 a month. On an average the drivers' wages have not been reduced.

The brewing industry is depressed, I think, owing to labor troubles. Our brewery finds it duller now than it did before the labor troubles. From 1886 up to January last our work increased, but after that time it decreased. I suppose there were labor troubles prior to last January, but I did not pay any attention to them. Our brewery contributed a per capita to the United States Brewery. That did not cause a decrease of our business; it continued to increase. Our firm is a member of the Brewers' Association, also of the Employers' Association. We have brought this pending boycott to their attention, but they have taken no particular action in regard to it. I don't remember of any resolution in regard to it. I was present when the resolution [Brewers' Exhibit 2] was introduced, but no further action has been taken in that. Our firm has taken no steps to annul the boycott. We are not engaged in a civil suit against the Federated Trades, and the Brewers' Protective Association engaged attorneys in that case. W. A. Frederick & Co. are conducting the suit. I have heard something about a new brewery being started, but its existence has not been discussed in our association that I remember, nor have any motions been made by our association to hinder the business of the Coöperative Brewery, nor have any members of the association made any efforts to hinder it that I know of, nor any efforts to restrain it from obtaining supplies. Our association has not passed a resolution that its members would refuse to give lager beer to any saloon having Coöperative beer.

I don't know a man by the name of Smythe at 17 Valencia Street. I don't know as his name ever came up before the association that I am President of. If such discussion came up I think I might know it. I decline to answer whether I know it or not. I don't know that that man has been refused beer by the members of our association, and I certainly would know it if he had. I do not remember that Smythe displayed a sign, "No boycotted beer sold here." I decline to answer whether a resolution was passed regarding him. I do not approve of boycotting, but if a man interferes with your business you have got the privilege of retaliating and refusing to sell a man who aids boycotting. I would not call that boycotting. A man has a right to sell to whom he pleases; he is not compelled to sell to any one if he don't want to. Our association considered boycotting an endeavor to injure our business. Our people pledged themselves to aid boycotted people handling our product. I do not know as it also pledged itself to refuse aid to a person who refused to handle the product of any one firm. Our association is a voluntary one. No member can withdraw from it unless he retires from the business. He signs our by-laws, and that keeps him in, but the by-laws do not prescribe any penalty. If a man oversteps the rules we lay down for him we fine him, but we have no rule for regulating the fine. If a member refused to pay the fine the rule provided for his expulsion, but that has never been enforced.

The Albany Brewery is a member of our association. Its resignation was not accepted. The association expelled the Fredericksburg Brewery, and it was never taken back. The syndicate is a member of the association, and the Fredericksburg Brewery is in the syndicate. I remember a resolution introduced in our association resolving to lock union men out of their situations, which resolution, I believe, was carried, and was put into operation during the United States boycott. Within the last six months there was a resolution passed that if the boycott was not taken

off the Jackson Brewery that all men affiliated with the Federated Trades or the Brewery Workmen's Union would be discharged. I am aware of the existence of a black-list since the organization of our association, but there is none in operation now. The last black-list, I believe, was at the time of the United States boycott. There is no discrimination made now, as between union and non-union men. I could not answer whether it is a fact, in spite of no discrimination being used, that no union man is permitted to be employed in any brewery except the syndicate.

[The further hearing of the matter was then continued until Tuesday, June 21, 1892, at 1:30 P. M.]

TUESDAY, June 21, 1892.

TESTIMONY OF W. A. FREDERICK.

Recalled. Re-examined by MR. WILLIAMS.

The increase in our business since 1886 was not in any way due to the assistance of the union. Stephen Hehl, who worked as foreman in our malt house, was a very faithful man, who generally had an eye for the interests of our firm; he was not a quarrelsome man naturally. We were anxious to retain him in our employ, but they compelled us to discharge him. I remember that before the union established its present rules as to hours, that some of the breweries had a lunch hour in the morning and another in the afternoon, and they still have it. I should judge that takes up three quarters of an hour or an hour during the day. There was a man by the name of Nugent in our employ; we got him from the union when business was pretty lively, with the understanding that as soon as business would slacken up, we would discharge him, and when business let up we wanted to let this man go, and the union would not allow it; so they started in to lay off the men in rotation, and we stopped it and discharged Nugent.

Re-cross-examined by MR. MCGLYNN.

I believe our trade increased during the Wieland and the United States fights, and has been increasing for the last fifteen years, though there was no special increase during those fights. I know of no effort being made on the part of the trades generally to check the importation of Eastern beer. We were a member of the Protective Association in 1888. I don't remember that our association ever waged war against a local brewery. I remember Voklin's Brewery in Haywards. Our association never attempted to drive it out of business, and never wrote to his customers urging them to throw off or we would not supply them with any beer. A. Heintz was Secretary of our association in July, 1888. The letter which you now show me, dated July 23, 1888, and signed by A. Heintz as Secretary, I don't remember. I suppose it was authorized. Our association approved of such methods certainly; if a man interferes in our business we have the privilege of retaliating. This party was not boycotted because he would not join our association, and we were not in the habit of forcing customers away from people who would not join. There is a rule now preventing us from interfering with another brewery's customers. I don't remember whether that was the rule in

1888. The association has recently given orders that any one working against our interest was to be discharged; I presume that referred to union men. The notice now shown me was posted up in our brewery and in all the breweries, and I believe its provisions have been carried out. [Marked Brewers' Exhibit 3.]

[Mr. McGlynn filed with the Commissioner a copy of the working and pay rules of the United Brewery Workmen's Union of the Pacific Coast, and introduced same in evidence, marked Brewers' Exhibit 4.]

TESTIMONY OF ARMOUR McLAUGHLIN.

Sworn. Examined by MR. WILLIAMS.

I am one of the partners in the National Brewery, and have charge of the inside workings of the brewery. I remember the boycott on our brewery in February, 1891. At that time the majority of our men were satisfactory workmen, and some of them joined a union other than the Brewery Workmen's Union of the Pacific Coast. They joined National Union 16. They represented themselves as a genuine union, and said they had a charter from the East, from the National Federation. The Federated Trades objected to men belonging to that union. Our firm received the letter you show me, but it was not pertinent to that matter; it referred to the Wellington coal. The men who objected to our men belonging to that union were Mr. Fuhrman, Mr. Mackay, and Mr. Roxburgh, and probably Finnerty was there—a committee of the Federated Trades. They asked for the discharge of these men on the ground that they were not union men, or something to that effect. I believe they stated that they no longer belonged to the Brewery Workmen's Union of the Pacific Coast. Our reply was that it was none of our business. They claimed to have the union, and they used to belong to Mr. Fuhrman's union before the Pacific Coast Workmen's Union. Then followed a strike and a boycott because they were not discharged. Our firm received a communication from the National Brewery Workmen's Union of the United States in regard to that matter, which you now show me. [Marked Brewers' Exhibit 5.]

I went to Mr. Fuhrman to talk the proposition over, and he would not settle without a written agreement that we would hire union men. I gave him a written agreement at the time to hire his crew of men, and the thing was finished. Immediately after, however, the other parties boycotted me, as I agreed to discharge these men and did so. Of course it was just the same as taking a gun and holding it to my head and saying give me your sack or I will kill you. After I discharged the men I received this communication from National Union 16, and I replied that I did not know which party was right, and they boycotted me; they posted the notice of boycott on my steps and all around on the fences and the front door. There was a man by the name of John May, who was a member of Union 16, and he was out at night putting up circulars, and he was in a doorway and a policeman hallooed to him to stop, and he ran away, and the policeman shot him, as I understand it. That occurred within a block or a block and a half of the brewery. He had formerly been in our employ for about three years, and was a very good man, and we were very sorry to discharge him.

Our institution is under a boycott now by the Federated Trades, which boycott was levied about the beginning of April. When they boycotted us in February, 1891, they got up a torchlight procession, and harnessed up three or four dogs, and had umbrellas painted with "Boycott National Beer." In the last boycott against us they tried to get our customers to stop using our beer; our customers reported to us that fact. When I made the bargain with Mr. Fuhrman, I was to get two or three good men for head men, one of them called Jacob Shire, who was a very good man, and they told me they would give him to me without any question, but afterwards I could not get him. The best man I could pick out of the crowd they sent me was very poor, and I had to attend to the brewing myself in consequence, and it was probably August before I could get good men that I felt safe to leave alone in the brewery. I think they said Shire was not a good union man. I have had men taken from our brewery without any notice and others put in their place. There was one they took up to Portland to run a boycott there, and another one was taken out of the cellar, and in the morning there were others in their places in both instances. The man who came the next morning said he came there to fill the position of the other man; that he was sent there; I presume by the Secretary of the union. I have had them send us green men; incompetent men. If they sent us a green man and we discharged him, we had no guarantee that another green man would not be sent in his place. Green men cause us a good deal of trouble, sometimes, to break them in, and the time spent in breaking them in increases the cost of running the brewery. I had one green man that washed down the sediment off the cooler into the beer, which was pretty near a dead loss to the institution. Have had a great deal of beer spoilt by green men burning the wrong kind of coal.

Careful men and competent men of our own selection would not have done that. Once a customer came to me and told me the yeast was very bad, and I learned that a green man had kept the yeast in the cellar for two weeks. That man was sent to me by Fuhrman. Another man was on the night watch in the malt house, and he put his candle in the elevator, and it created a fire which caused an explosion in the malt house, and caused a great deal of damage. We did not discover all the damage at once, which caused additional expense. At one time a newspaper man went up to the bar to have a glass of beer on a check from the office, and one of the men hit him in the head with a beer glass. I hardly think a sober, industrious man of our own selection would have done such a thing in our malt house. Sometimes men sent by Fuhrman would get drunk. You could not talk to them; they didn't care whether they did their work correctly or not. They thought the union kept them in position, and it was all right; so that we could not run our brewery to suit ourselves nor enforce any discipline nor improve methods.

A driver once made a report to me that he was fined because he went out ten or fifteen minutes before the time allowed by the union. His boy was sick, and he went out two or three times a little earlier in the morning, so he would get time in the afternoon to go with the boy to the doctor, and he was fined \$2 50. We were forced through fear of a boycott to have our men join the union.

Charles E. Hansen is the President of our association. He had two

nephews employed in the brewery. I think a nephew of his was refused employment by the union. We had three of Hansen's men employed in the brewery for quite awhile. Two of them were taken into the company to make it a close corporation between the parties, and later, about two years ago, one of them died, the oldest one; then the third nephew was still working in the brewery, and we elected him to fill the vacancy in the Board of Directors, and the Federated Trades wanted him to join the union, but he refused to do so, and they wanted me to discharge him. One is driving the wagon to-day, and the other is not driving the wagon since Mr. Hansen went to Europe. At one time they had a boycott on the Wellington coal, and they wanted me to stop burning it, and I told them I had a contract with the Wellington Company for a year, and I filed the contract with the Federated Trades, and they left me alone till after the contract expired; then they got after me again and I was obliged to change the coal. There has been no reduction of wages in our brewery since the posting of the notice. The list which you now show me contains the prices paid in our brewery.

Cross-examined by MR. MCGLYNN.

Have been in the brewery business in San Francisco about twenty-four years, and part proprietor of a brewery about six or seven years; previous to that was foreman. Prior to six or seven years ago wages were a little lower than now. Up to that time they were not less than \$60 a month in any of the breweries that I worked in. I should add to that that the workingmen generally had a free room in the brewery. We had a free room in the Stock Brewery for the workingmen when I worked there. In the National Brewery the rooms were located very nearly over the driveway; we changed them twice. I used one of them when I went to work there first. The rooms were occupied by a group of men. Sometimes the men were called out to work at night. In the summer time when we had warm weather and the beer worked fast, we had to call them out at night. They generally started to work at 5 o'clock in the morning, and they looked around the brewery to see if anything was to be done, and if not they went to breakfast. They got up at 5 o'clock; now they report for work at 7 o'clock. They quit work now at 5; they used always to quit at 6. They used to quit for lunch at 10 o'clock in the morning. That was before they had any union men; they started at 5 in the morning, ate lunch at 10 for about half an hour, had another lunch about 3, and knocked off for dinner. On rare occasions they would start before 5, and sometimes they would work after 6 o'clock. I have about five or six union men in my brewery now.

Six or seven years ago they did not work on Sunday any more than cleaning up, which would take them sometimes about two hours, and we would give them most any holiday that came along; there was no stipulation about it, but if we were going to make a holiday we prepared ourselves for it and made a holiday. It was very seldom we worked on a holiday. I think about six months ago I had a difficulty with our fellows because we worked on a legal holiday, or a portion of one. According to Mr. Fuhrman's rules they demanded their pay, whether they worked that holiday or not, and I objected to paying them for any day they didn't work. I paid it, however, under protest. Six or seven years ago when a man worked after 6 o'clock, he did not receive extra pay, but since the union they do. The union has benefited some of the men, but not from the

top to the bottom. It has reduced the salary of the honorable, respectable workman and increased the salary of the poorer. A good, honorable man that attends to his business always got an increase of salary if he continued to stay in a brewery. I have not got one of those good, honorable workmen in my employ at the present time. I did have one about five years, and he has now got a business for himself in Reno. I have got another one, my foreman; he came from Chicago, and he worked in the malt house for whatever regular pay was paid. To-day he is foreman, and he gets a pretty fair salary at the present time. If a man was a good, decent fellow and worked for us quite awhile, if he was sick, or laid off, or disabled, we gave him his salary right along; but under union rules, of course, that ceased. An instance was a driver who got hurt on the Oakland ferry, and he was paid his salary right along for about three months; and we paid a man by the name of Swamstead a salary while he was sick. There is no provision of the union preventing us from doing that still.

Previous to 1886 the highest wages we paid—I think we paid one man \$80, the head cellarman. Maltsters we paid as high as \$100 and \$110; common cellarman and maltsters, the lowest was \$60 and the highest \$70, and afterwards reduced to \$65. Now we pay \$17 a week, and what overtime they make they get that, too. Overtime is paid at 50 cents an hour. Of course, there has been an increase of wages the last few years. I could not say whether that increase would have taken place without the union. When I first went to the National Brewery we used to pay \$70; then all the other malt houses reduced, and we reduced to \$65. Within the last two years wages have not increased, but the hours have been shortened by one hour. I think they paid overtime before. We always worked on Sunday. We used to pay very little attention as to whether our men were citizens or not. I believe I have five or six actual voters now. I don't know how many have declared their intention. I have heard it stated that the union requires that every one shall be a citizen. I have never subscribed any money to the "Arbiter Zeitung," neither has my firm. Some time ago we let a contract to repair boilers to the Risdon Iron Works, and it seemed that their foreman had left them, and they imported our boilers from the East, and the boilermakers objected to that, and made considerable of a kick. I went along with the committee of the boilermakers to the Risdon Iron Works, and offered to give Mr. Taylor \$500, and have the boilers made in San Francisco, but he did not do it. I am opposed to boycotts by labor unions. I don't think that employers' unions, or members of them, have ever placed any boycott. I would not consider it boycotting to prevent a man from obtaining supplies.

In a conversation with Mr. Bucking, he told me the balance of the brewers did not seem to like it that he sold barrels to the Coöperative Brewery. I told him I would speak to the association on the matter, and when I did speak in the association, I thought it was below the dignity of the association to have anything to say as to what a man should do with his goods. I have never visited the Union Machine Works in regard to the Coöperative Brewery, and I never informed them that they would not be patronized by the association if they furnished anything to the Coöperative Brewery; neither did I make such intimation to the California Boiler Works. Our firm was a member of

the association at the time of the United States Brewery trouble. I could not say whether we furnished beer to the boycotters. I had nothing to do with the handling of the business; at that time my duty was inside. I don't think I ever encouraged in any way the boycott of the United States Brewery. I can't say what the firm did at that time, because I can't remember.

I have never accused any of the members of the federation of being bribed. I believe I spoke to Mr. Fuhrman in regard to the matter at one time in our office. I do not remember what the conversation was. I did not accuse him of being bribed, but I accused him of working for the Syndicate Company, and he said he was not. I don't remember that I ever intimated to any other member of the federation that Fuhrman was in the employ of the syndicate. Mr. Mackay might have been present at that time in the office. I don't think I ever made those accusations to him.

Our firm has employed non-union men recently—at the time we settled the boycott, before we had an agreement that we would put on Fuhrman's crew of men. The paper you now show me I recognize; it is a copy that was signed by Mr. Hansen. This bottom piece was written later. I could not say whether the bottom piece was recognized by our firm. This notice in evidence here is the only notification that I saw of a breaking of that agreement when we hired non-union men recently. Outside of this printed notice, I don't know that our firm notified the parties of the second part that we intended to break the agreement. Mr. Hansen stated that that agreement would stand just as long as he could not help it; that was about the terms. I don't know that our firm has repeatedly broken such agreements. I couldn't tell whether they broke it in 1886. I don't remember whether they had any trouble in 1887. I don't know if they did in 1888. [The paper is marked Brewers' Exhibit 6.]

Reexamined by MR. WILLIAMS.

I signed that last agreement because I was compelled to, in order to settle the boycott, and conduct the business. When the men went to work for breweries in the old days, before the reign of the union, they understood that getting up at night and attending to the brewery, when necessary, to be part of their work, and they never objected to it. I know lots of times I used to be out an hour, or two hours, or three hours, in a night, and I never objected to it. When the men got up at 5 o'clock in the morning, they had time after that to get breakfast, and that came out of their time. The union required us to pay for holidays, whether the men worked or not, and to pay 50 cents an hour for the time actually employed by the men on those holidays, until lately, and then I objected. Men wanted a full day's pay whether they worked or not, and 50 cents an hour for actual work besides. In making this contract the union did not set any time for its expiration. The card comes out once a year; that is the way they have been doing lately.

Re-cross-examined by MR. MCGLYNN.

Some six years ago there was a good deal of Eastern beer coming in here. About that time we commenced to make lager beer. I don't remember of any effort being made on the part of the union to stop the importation of Eastern beer. Four years ago Eastern beer began to

cease. The men who occupied sleeping-rooms in our brewery at one time set fire to the rooms, but I think that was before the union existed. It was compulsory on the men to get up at night when we were making steam beer, and had no ice machines. When they got up at 5 o'clock they generally breakfasted at 6. If the beer was ready to fill we would fill it, and then we divided the men so that they could go to their breakfast, and some got their breakfast at 6, and some after they came back. Their work would be in the cellar. The cellar is warm in winter and cool in summer. The floor is generally damp. It never hurt me to work on an empty stomach in a damp cellar. I could not say whether the men got a chance to get their breakfast before going to work or not; the work had to be done, and they just arranged that between themselves.

I don't know who Mr. Hansen made the statement to that he would keep his agreement only as long as he felt like it, but I know I was present when he said so. When the settlement was made with the Federated Trades I went down to see Mr. Fuhrman, and he told me to come back again at 2 o'clock. I went back at 2 o'clock, and he said if we would write out a document to that effect, he would call the council together, and they would finish it. I don't think he came out to the brewery to settle it. There was a newspaper man that was assaulted by Fuhrman's crew—a newspaper carrier. A few of the boys took papers from him. I think he leaves a paper in the office. I don't think I ever had any conversation with him, with the exception of the time that he came to me and told me he was hurt by Tony, one of the men.

TESTIMONY OF H. FRAUENHOLZ.

Sworn. Examined by MR. WILLIAMS.

Am manager of the Bavaria Brewery. Our brewery was under the rule of the union during the time when all the breweries were. In the first week of January of this year I found a strange man at the brewery, whom I was informed was sent by Mr. Fuhrman, and a man was obliged to lay off for a week to give him a chance. The man was totally drunk when he arrived there, and he stayed drunk all day, and I told him to go off and sleep for a little while. The next week another man was laid off, and another man was sent in his place. Any new man has to be broke in when he first comes to work. The man that we laid off was an old and valuable employé. At one time I had two foremen, one for lager beer and one for steam beer, and the one for lager beer knew nothing about steam beer, and the one for steam beer knew nothing about lager beer, and Mr. Fuhrman compelled me either to dismiss one or make him join the union, and he would not join the union, and I had to discharge him—a man that was with me since 1867. The Philadelphia Brewery was a member of the syndicate at that time, and our house was not. A saloonkeeper on Battery Street told me that he was compelled to take coöperative beer or they would boycott him. At Peters Bros., who keep at the corner of Commercial and Montgomery Streets, some men came in and told him he must take coöperative beer, or else the printers would not be allowed to stop in that saloon any more. I have raised some of the wages in our brewery since the association broke away from the union rule. I raised my cellarman the

day after they broke away. After the union had control I don't think the relations between our men and ourselves were as friendly afterwards as before.

Cross-examined by Mr. McGLYNN.

Have been in the brewery business since 1879, and our brewery was started in 1852. When I entered the brewery there was no union. At that time I paid my men from \$50 to \$80. My first drivers got \$75, and the second \$50 and \$55. I pay them now at the rate of \$18 and \$20 per week, so that there has been an increase in wages. I am willing to pay as high wages as the next brewer. To the union my business could not afford to pay \$100 to a driver. My business has increased ever since I started, but it has stopped now since four years. My steam beer cellarman got \$75 before the union started; that is Mr. Gotlieb Sander. There has been an increase in the general wages of the help in our trade since the union has been organized. The hours have not been shortened. Six years ago some of the men would go to work about 5 o'clock, and they went to breakfast from 9 to 9:30, and then they had from 3 to 3:30, something like that. They quit work whenever we got ready; sometimes at 3 o'clock, sometimes at 4, sometimes at 5, sometimes at 6, and sometimes, in very hot weather, at 7. The steam beer cellarman would be called at night. He would work the next day. Now they commence work sometimes at 5, sometimes at 6, and we pay overtime. They do not start at 5 o'clock under union rules, but if you pay overtime they can start. Six years ago I paid the wash-house men and cellarman \$50 and \$55; \$50 was the highest in the wash house, and the lowest we pay now under union rules is \$15 a week. The lowest paid man in our establishment has had his wages increased about \$10 a month. Their hours are a little shorter than they were six years ago. They quit at 5 o'clock now, and they go to work at 7. Before they would quit frequently at 4 o'clock in the winter time, and quite frequently they would work till 7 o'clock in the summer time. We worked under the same rules now as the union rules, and pay the same overtime. We abide by the schedule adopted by our association, and that does not reduce the price of their overtime; the price is 50 cents an hour. John Miller used to work in our cellar; that was in the old brewery, before my time. I think I discharged him, but it was not because he would not accept lower wages. I never diminished the men's wages in one instance. We are not running a union establishment now, and we hire whoever comes and is fit to work. I am not against trades unions, but I am against the principle of the Brewery Workmen's Union.

TESTIMONY OF RUDOLPH HAGEN.

Sworn. Examined by Mr. McGLYNN.

I am part proprietor of a brewery in this city, and have been for four years. Personally I am not a member of the Brewers' Protective Association. Four years ago I was, as a member of the Albany Brewery. I was Secretary of that association. I was a member during the trouble with the United States Brewery. I became Secretary after the boycott was levied. The association appointed a number of committees to take

charge of their side of the boycott, and I was on one of the committees. My associate on that committee was Mr. Rohrbacher. Our duties on that committee were to try to make the boycott ineffective, but there was no specified line of action laid down for us to follow. We were given full power. I was on that committee from the month of December until the boycott was settled. I think it was in June, if I remember the date, about six months altogether. We took different steps to make the boycott ineffective, but I cannot remember them now. We had frequent consultations with the members of the Executive Committee of the Federated Trades, tending toward the settlement, and I finally succeeded in effecting a settlement upon terms which I considered satisfactory to both sides. After the agreement was signed some misunderstanding arose in regard to it. So far as I know the Federated Trades carried out their part of the contract. The association tried to carry it out, but some of the members did not, and the result of that failure on the part of some of the members caused further trouble. The committee that arranged the settlement called upon me and asked for another meeting, which I granted them, and laid the case before the association. I believe they tried to arbitrate the matter, but they were not successful in doing so. The Albany Brewery and the United States Brewery withdrew at that time, because I considered myself and the whole association in honor bound to keep that contract which I had made with the Executive Committee of the Council of Federated Trades; and when some of the members failed to abide by it, there was no other way left for me but to withdraw from the association.

During my term as committeeman I handled quite a sum of money. As to the question of the manner in which that money was used, that question was brought before the Court, and was decided in three cases in my favor, and I will refer you to the record. I never made such a statement to the members of the association as that I found it necessary to pay large sums of money to the leaders of the federation. I did not pay one dime to the labor leaders, neither did I ever imply that I did. I had frequent conversations with yourself, always on the subject of a settlement, but there was no mention of money transactions in them. I had frequent conversations with the other executive men, and none of them ever hinted at any desire to receive money for settlement. No such report or intimation was conveyed to our association, and any impression they may have held on that score was not warranted by my words, nor by their action. As the matter stood at that time, I don't think you showed any leniency towards the association in drawing up that agreement, because your side was as weak then as our side. Six weeks afterwards you did not show any signs of weakness when the new agreement was made, and my resignation was not prompted by your side. I never made any mention to anybody that I would withdraw from the association; I simply went out to Mr. Rohrbacher's house, and I sent him to the association, and he presented our ultimatum—in case they would not fulfill the contract as agreed upon, that we would resign. It was entirely of our own accord. We had passed our word of honor to the federation that that contract would be lived up to, and it was nothing but a sense of wounded honor that caused us to withdraw from the association. I commenced working in breweries in this city in 1878, for the Boca Brewing Company, but I was out of the brewery business for six years, and

the union was organized when I came in again. In 1888 I hired union men after the settlement of the trouble, and I had no difficulty in getting competent men. The friendly relations between myself and the men I hired were not disturbed when they became union men, and I found no difficulty in getting along with the union men. Have never had any difficulty in my brewery with the men. So far as I know there has been no injustice or arbitrary action ever carried against me by the union. If they claim the right to organize I cannot deny it, and I claim the same right for myself.

Cross-examined by MR. WILLIAMS.

I do not remember how much money I received from the association. When I filed my official report they did not demand a report of all the moneys expended, and they never asked me to account for the same until after I had withdrawn from the association, which was four months afterwards, and they then brought suit against me for an accounting. I will not answer any further questions on that proposition, but will refer you to the Court records. In the lawsuit they were nonsuited three times. I cannot state the sum they sued for in that suit, but it was not the entire sum that I received from first to last to fight that boycott. They did not demand an accounting until after I withdrew; they were perfectly satisfied as long as I worked for them. I decline to answer what I did with the \$15,000 that they contended that I had never accounted for. The agreement which you show me was passed upon by resolution of the Brewers' Protective Association. [Marked Brewers' Exhibit 7.]

[The further hearing of the matter was then continued until Wednesday, June 22, 1892, at 1 P. M.]

WEDNESDAY, June 22, 1892.

TESTIMONY OF MICHAEL BANAHAN.

Sworn. Examined by Mr. WILLIAMS.

Am a beer driver for the Jackson Brewery. The business of a beer driver, as far as I am concerned, is that I sell beer. I take it out and raise my own trade; sell it and collect for it, and keep my own account. I worked for the Jackson Brewery going on seven years. I joined the Brewery Workmen's Union of the Pacific Coast on the 30th of October, 1890. I was forced into it by Mr. Fuhrman, of the Federated Trades, and I was coaxed by my employers to join the union, so they would avoid the trouble of a boycott. I did not want to join, and I offered to quit my position at that time, and my employers advised me to join it, and they told me that any demand the brewery workmen would make through my joining that they would comply with it, and that any raise of wages we could get through joining the union that they would be willing to pay it; and that if I did not join, they would be boycotted, which I knew they would. Before I joined the union I received \$100 a month wages. I believe at that time there were only two men driving for wages. When I joined the union Mr. Fuhrman gave me to understand that his object in getting the beer drivers together was to both

raise their wages and shorten their hours. He did not ask me at that time what wages I was getting from the Jackson Brewery. I remember at the time when I joined the union I was charged \$10 initiation fees, 60 cents for the month's dues, and 50 cents for the constitution. I paid that all out of my own pocket. Then, after that, of course, all the beer drivers were drummed in just the same as I was. The \$20 assessment was discussed in the union before it was voted upon. At first Mr. Fuhrman stated that their union was going to build a brewery with it in case of trouble, and he saw that that would not work, and he called it a defense fund, and it was on that ground that the assessment was collected. I belonged to the beer drivers' branch of the union, Branch 5, which included beer drivers and their helpers and stablemen. They had perhaps a couple of hundred members.

This \$20 assessment was discussed in the meeting of our beer drivers' branch. The meeting at which it was voted upon was held in Irish-American Hall, or rather it was held in two halls at the same time. We were divided up into two parties. Mr. Fuhrman at that time was interested in the German tug of war. We were supposed to hold our meetings in Metropolitan Hall, on Thursday night, then on Friday night we could not get it, and on that account we had to go to Irish-American Hall, divided up into two parties, in two rooms with folding doors between, instead of being all in one room, and the folding doors were open. Mr. Fuhrman made some remarks before the vote was taken, and said it was for an emergency fund, and to fight the bosses in case of trouble. The book you now show me is the constitution of the Brewery Workmen's Union. The levying of this assessment was regarded as an important matter by everybody there, and a great many of our members opposed it. It was understood that if the vote was passed and they refused to pay it they might be expelled. Our branch was in rebellion against the \$20 assessment, and they even called for a secret ballot. I for one demanded a secret ballot, and Mr. Murphy from the Jackson Brewery also, but we did not get it. Mr. Fuhrman stated that all the other branches took a rising vote on it, and we had got to follow suit, willing or not. He used that term. He was General Secretary, and he was not supposed to preside over the meetings of our branch, and it was not his business to interfere in our business at all except as an officer. The vote was taken by a standing vote. I could not say whether it was Fuhrman or the President that asked for a standing vote. To the best of my opinion the result of that vote was 66 against the assessment and 34 for it. Mr. Fuhrman counted the votes and announced the result. He said: "You damned fools, you, if they were all like you we would never carry it; but the inside men will carry it over your heads, and I can assure you I will have it collected inside of two days."

All the men that voted against it declared they would not pay it. The assessment was levied notwithstanding. Seven of the men stuck to their assertion that they would not pay it; they only paid a part of it, so as to keep the wolf from the door, to see how it would turn out. Many of these men who voted against that assessment had reason to fear Mr. Fuhrman, because he had such a power over the brewery workmen, over the proprietors of the breweries, and over the beer drivers. The union had an employment office, which was kept by Mr. Fuhrman. Any man who got employment in this State was supposed to get it

through that office; and when the union had control of the breweries, he could not get employment in any other way. Mr. Fuhrman and the Executive Committee had absolute control over that office; and if a man was not on good terms with Mr. Fuhrman, he could not obtain employment. I believe that, as did a great many of the men. They notified me in writing that I must pay the assessment, and I refused. The assessment, I think, was in the latter part of October. I had paid my dues at that time up to the first of January following. I was notified that if I did not pay the assessment I would be expelled. I was fined \$5 by the union once for not turning out on Labor Day, because I could not attend on account of pressure of business. The men in the Philadelphia Brewery did not turn out, but they were not fined. The Philadelphia Brewery belonged to the syndicate at that time and the Jackson did not. One time I went to Mr. Fuhrman to get a helper. I gave a couple of knocks on his door. He asked, "Who in hell is that?" and I told him I was a beer driver, and wanted either a beer driver or a helper, and he said: "God damn it, do you suppose I have got them in here?" and that was all the satisfaction I had, and I had to go to work without the helper.

The union never raised my wages and never shortened my hours. If a beer driver would not do as Mr. Fuhrman said, he would bring charges against him, and we would have to be very careful. There was a man by the name of Smith, who was black-listed by the union, who had worked in the Jackson Brewery, and Mr. Fuhrman said he never could work in the breweries again as long as the union existed, and he had scabbed several times.

Cross-examined by MR. McGLYNN.

I consider \$23 a week an increase over the wages paid previously. Before the establishment of the union the stablemen took care of the horses in the Jackson Brewery. They had eighteen or nineteen horses and two stablemen. When I joined the union I took a pledge to support the union, and I stood by it. I did it of course on the grounds that if it didn't better my condition I should not be used as a tool for any union. I did not say if it didn't help me I wouldn't keep the pledge, but I was promised that it would better my condition; he promised all men that joined the union that it would better them. I pledged my sacred honor that I would abide by the will of the majority, but I saw at all times that the constitution was violated by Mr. Fuhrman himself when he wanted to carry a point. Fuhrman could keep men out of employment, because he could place any man's name on the list where he felt like, although according to the rules each man had to take his turn. If an employer came after a man and Mr. Fuhrman did not like him, he would not give him one. At one time it was the rule that the men at the top of the list should have the first choice, but afterwards that was violated, and a proprietor could pick any beer driver he wanted. Mr. Fuhrman gave the proprietors that privilege. That was in August, 1891. That was because the driver of a beer wagon was a very responsible position. I do not know of any friends of Fuhrman's that were especially picked out as a rule, and I don't know of any unfair practices of Mr. Fuhrman in his conduct at the employment office; but I consider it was unfair of him to receive money from me by telling me he would better my condition by shortening my hours and raising my wages.

He received the money, I suppose, as an officer of the union, and was turned by him into the treasury. Mr. Fuhrman and the union Executive Committee run the whole thing. I know of no instance where Mr. Fuhrman took advantage of the union for his own benefit, and he never directly took advantage of me for his own benefit. He was the leader of the Executive Committee. The meeting at Irish-American Hall was an orderly meeting, and the general meeting of the branch was orderly. Mr. Fuhrman was the only one who demanded an open ballot. I was not invited to the election of officers, neither were four other men in the brewery. I received a letter from the inside men notifying me to pay the \$20 or my discharge would be demanded. I read it. At the time I was fined for not parading it was moved that I be excused, but the members refused to excuse me. My fine was imposed by my own union. I was threatened with charges for gambling by the President of the society, but the charges were withdrawn.

On one occasion, in November, 1890, Mr. Fuhrman suggested before the meeting that nobody but German-speaking officers should be elected, as he transacted his business in the union Executive Committee principally in the German language. Independently of that suggestion we elected Mr. Murphy, an English-speaking man, to the Executive Committee. Mr. Murphy served on the Executive Committee for about six months, and during that time he never heard a word of English spoken. On that occasion he asked Mr. Fuhrman why they would not speak some English, and Mr. Fuhrman told him if he wanted to ask him any question that he would answer it. If Mr. Murphy did not attend these meetings he would be fined \$1. When we joined the Beer Drivers' Union Mr. Fuhrman was only receiving \$20 a week for his services, and when he joined the Beer Drivers' his salary was raised to \$25, yet he wanted to cut me down \$25 a month. The impression prevailed in the union that if Mr. Fuhrman wanted to he could keep a man out of a job.

TESTIMONY OF LUDWIG BERG.

Sworn. Examined by MR. MCGLYNN.

Have been a brewer and maltster since 1887 in this city, and previous to that time worked in the City Brewery in Sacramento. I joined the union on my arrival in this city. I know the conditions that prevailed at Sacramento previous to the union. We would usually go to work at from 4 to 5 o'clock in the morning, stop at 6 for supper, go back and clean up and stay till sometimes 8 o'clock, and we were expected to rise at night. Lots of times that I can remember I was called up twice during the night to work. The first month I was working there I got \$20 and board and lodging, sleeping in a room over the boiler and engine. The highest wages I received was \$50 and board and lodging. I joined the union of my own free will, and have been benefited by it. I got shorter hours, more wages, and had more time for exercise, and to learn and rest. I am a member of the Executive Committee. It is not a fact that German is the only language spoken in the Executive Committee; the English language is spoken. Germans are in the majority in the beer business, and German is the principal language spoken in breweries. We have advised our members in the meetings to go to school and learn

the English language, and many of them have improved in the English language since. Most of the Executive Committee can speak German. There were at one time three or four who could not speak German, but they never complained of their inability to understand.

When a man gets out of work, he is always put at the end of the list, and it is open to inspection to any man—hanging in a prominent place in our office. Some members were complaining of being kept at the bottom, and then the matter was investigated, and it was found that the men were wrong; that they either could not fill the place, or the boss did not want them, and in such cases they were not sent. It was not a rule to compel a boss to take a man whether he wanted him or not. If there was a good objection to a man, he was not sent. The Secretary only had to keep the names in order, and make a new list out, and strike off the names of the men that were sent to work. The main reason for having men hired through the office was because some good union men, for instance, could not get a job unless they were sent by a saloon-keeper or by a boarding boss, or somebody else that had some influence in the brewery. It was not only good union men, but also some old men that they would not have; they only wanted young men. The saloonkeeper or the boarding boss would take their beer from some brewery, and in turn the brewery would perhaps have to take one or two or three men a year. We now receive \$17 in the malt house, which is higher wages than we received previously.

Most of the workers in the breweries are German, but as soon as they join they have to go and take out their first papers. The union does not celebrate the German Emperor's birthday, but they do celebrate American institutions and legal holidays. I was here at the time of the United States Brewery boycott. At the time that fight was settled the union was well fixed. There was no idea amongst our members that bribery had been committed to obtain that settlement, because we had too much confidence in our men, and the conditions were not such as would lead us to think so. They gave us no reason to doubt them. The members of our union thought that the assessment of \$20 was necessary, because we feared if we did not levy such an assessment that our men would be locked out. The only branch that did not have a majority in favor of it was Branch 5; the others were almost unanimous. Seven men in the Jackson Brewery refused to pay.

At the time the assessment was levied the different branches of our union numbered about eight hundred men all over the coast. I was a member of the Executive Committee at that time, and was at the meeting at Irish-American Hall, which was the most stormy meeting I ever saw. Some of the men demanded a secret ballot, but others would not have it, and nobody could speak a word for anything, and you could see it was a put-up job that the men were put up to do some mischief. They all demanded a rising vote with the exception of a few men. The union levied this assessment by a majority of four fifths or five sixths of all the members. I was discharged from the Philadelphia Brewery in 1888 for being a union man, and I was discharged from the Hibernia Brewery this year for the same reason.

Cross-examined by MR. WILLIAMS.

When anybody asked that the proceedings of the Executive Committee should be transacted in English it was immediately done, and Mr.

Fuhrman or some other member translated what had taken place in German. It is very hard to transact everything in English, because nearly all the letters that are sent to our union are in the German language. Letters of importance, of course, are translated. The Executive Committee could not take a man's name from the bottom and put it at the top of the list, but if a man was suspended he was taken off the list altogether. The whole union would sometimes fine a man to be taken off the list for a week and put on the end, or just as it was decided, but the Executive Committee never did that. If a man was not capable the General Secretary would not send him; he could not send a man that could not fill the place, because he is responsible for every man he sends away. I am now working in the malt house in the Coöperative Brewery, and get \$17 a week. I own some shares in that brewery. If an employer wanted a man for a reasonable position, he could select any man he wanted. In San Francisco I pay \$4 a week for board and lodging, or \$5 a week. I went as a delegate from the union to a convention at Buffalo, and I do not remember stating before the convention that the object of that \$20 assessment was to start a coöperative brewery, but I stated that we levied it because we were afraid we should be attacked by the bosses, and in case they should attack us, and we could not get any other brewery to come on our side, we would, with this assessment, build our own brewery. The object was to throw all the beer into the market that we could in order to fight the bosses to employ union men, and do what was right and keep up wages. I have one or two shares in the Coöperative Brewery. Mr. Fuhrman is very highly respected among the brewers generally, and regarded as a pretty able man; his advice is listened to, and we generally find that he knows what he is about. There may be plenty of us just as able, perhaps, as he, but I have not seen them yet.

Reëxamined by MR. MCGLYNN.

I have heard of an attempt on the part of the manufacturers to injure the Coöperative Brewery, from the men working there. I was in a cooper shop down near the railroad company's office, and the cooper told me he could not publicly bring the kegs there; he could not sell us any kegs, because the bosses' association was threatening him with a boycott, and he told me he lost some customers by it. In Sacramento I was first maltster, and received \$50 a month; that position would bring me now, in this city, at least \$18 a week. I got \$100 a month for the same position in the Hibernia Brewery. A man by the name of Troeting was expelled for being a scab, and was readmitted. A man by the name of Muller was expelled for scabbing. He has not been reinstated. He also published articles against Mr. Fuhrman.

TESTIMONY OF CHARLES SCHOELLEMAN.

Sworn. Examined by MR. MCGLYNN.

I am a brewer, but have been locked out since the 11th of March, and can get no work in the breweries now. I have asked at many places, and they all refused me work. The foreman told me I was locked out because I was a union man. The last job before I became a union man

I worked in the Union Brewery under non-union rules. It was the time during the United States boycott. My working hours were from 4, 4:30, or 5 o'clock in the morning until 6 at night, with about half an hour or so for breakfast and the same for dinner. During the night-time I had to watch the beer. I had to get up once, twice, and three times to watch the beer, sometimes four times—to watch the fermenting tubs and skim the fermenting tubs. I had to do that every night; I had to get the beer down to a certain degree. I was not paid extra for that. I received \$16 a week at that time. Under union rules the same work would bring me on all overtime charged 50 cents an hour, and the same work would bring me at least \$23 or \$24. Under union rules a man is not required to work before 6 o'clock, unless he is paid overtime, and he quits at 5 o'clock in the evening, if they work in one shift. In two shifts, one shift quits at 5 and the other at 6, and the 6 o'clock shift starts at 8. I was required to join the union by my boss, and he discharged me for being a union man afterwards. When he first engaged me he told me if I was a union man I could not get the job. I think the union is a good thing. I paid the \$20 assessment, and I had no suspicion that that was levied to help out the officers. I heard some outside talk, but I paid no attention to it. I think that assessment was necessary, because all the bosses were combined in a pool, and in case they tried to fight us, we would have no union beer; consequently we would have something to rely upon, and if we could not do any better, build a coöperative brewery. The intention was that if the bosses did not attack us, there would be a vote taken upon this six months from the day the money was levied, and if there was no necessity of using the money; it should go back, to be distributed again to the members.

Cross-examined by MR. WILLIAMS.

I am not a boycotter, but I believe in it. If a union man should be discharged from a brewery for no cause whatever, and should be thrown in jail or kicked out into the street, it would be the business of the union to try and defend him. I do not think it wrong for employers to defend their members. It never occurred to me that the \$20 assessment was levied to bring about a fight. There are quite a number of breweries in town now who have non-union men working for them. I do not know why they are not boycotted. I never heard a boss express any kindness for the union; but I have heard them express their dislike for it, and their hostility to it. The boss said to me once that the United States Brewery bosses made money during the boycott, and if he could make as much money during the boycott as they did he would like to have a boycott himself once in awhile. He told me that Fuhrman was fooling all of us, and that he would eventually be the man that would come out ahead of it. I have worked in the National Brewery, and all we got as helpers was \$60 a month. We had to get up at 4 o'clock in the morning and work till 7 o'clock at night, and never had time enough to eat. Under union rules the helpers get \$78 a month, and then they have a stableman to every nine horses now, and at that time I had to take care of nine horses myself, in addition to working as a helper. I used to work in the South San Francisco Brewery. A man worked there for \$25, \$30, and \$35 a month and board, and the board was worth \$16; that is what the bosses paid for it, and we had to go to certain lunch houses and eat. We had to sleep with three men in a room about 12 by 12, on a straw tick, and we had to furnish our own blankets.

TESTIMONY OF MARTIN DERGANS.

Sworn. Examined by MR. MCGLYNN.

Have worked as a brewer in this city since 1885. Before the union I received \$50 a month, which was the common wages at that time. I had to start to work at 4 o'clock in the morning, and I quit whenever I was done; sometimes 6, or 7, or 8, or 9, or 10, sometimes as late as 10:30 at night, and on Sundays half a day, and sometimes more than half a day—about eight hours on an average on Sundays, sometimes more than that, and had no holidays. I roomed in the brewery, and was called up at nights. In 1887 the boss had me join the union. As a union man I now get \$17 in the cellar or \$15 in the wash house. Before the union I worked in the cellar for \$50 a month. When I work on Sundays I get extra pay, also holidays. I had no regular time to be called at night. Sometimes it would be 12 o'clock, or 2 o'clock, and if I got up at 2 I didn't get up at all again. I would have breakfast about 6:30 or 7. Now I go to work at 7 o'clock, and have my breakfast before going to work, and quit at 5 in the afternoon. I do not know of any special favorites of Mr. Fuhrman's in the union. I am not one of them, and I have not been treated unfairly by him, and have not received any special favors from him. I have to take my chance as it comes, and it is the same with all the other members. I think the \$20 assessment was necessary, because I expected there would be some trouble, and if we did not have any money we could not do anything. We all knew that there would break out a war, or something like that, and if we had no money it would leave us in a hole. If no trouble arose we expected to get the money back, and it was so stated in open meeting. We had no fears that anybody would run away with the money. There are over 200 members in our branch, and only two voted against the assessment. I was discharged last February by the boss for being a union man. I have asked for work at different breweries, and have been refused on account of being a union man.

Cross-examined by MR. WILLIAMS.

The long hours that I had were in the Bavaria Brewery, which was the first brewery I worked in. I worked there over five years. My average working hours were more than fifteen hours a day. I would work long hours two or more days in the week. I got \$50 a month, but no board, and had to furnish the clothes for the bed. After I joined the union I did not have to work those long hours without getting extra pay. I knew at the time the \$20 assessment was levied that we were to be locked out. I heard my boss talking about it; he said the brewery pool was strong, and it would not be like it was some years ago; and in case they had a fight the brewery would have strength to defeat the union. I heard rumors all around that they were going to attack us. It is three months now since I have worked, and I get a little pay from the union, but I decline to answer how much.

[The further hearing of the matter was then continued until Thursday, June 23, 1892, at 1:30 P. M.]

THURSDAY, June 23, 1892.

TESTIMONY OF FRITZ WOLBER.

Sworn. Examined by MR. McGLYNN.

I was discharged from the Pioneer Malt House because I insisted upon their paying me overtime for Sunday work.

Cross-examined by MR. WILLIAMS.

The foreman showed me a card, which was put up in the malt house, specifying that new rules had been adopted.

TESTIMONY OF HENRY WREDEN.

Sworn. Examined by MR. McGLYNN.

I have had apoplexy, and my memory has failed since that time. I remember part of the United States Brewery trouble in 1888. I don't remember whether I was on the Executive Committee of the Brewers' Protective Association. I was a witness in the trial against Rudolph Hagen, and remember part of my testimony. I can't remember whether I testified at that time whether I was a member of the Executive Committee. I wish you would leave me off the stand. I am not fit to give testimony; it gives me an interior shock. [Witness excused.]

TESTIMONY OF RUDOLPH MOHR.

Recalled. Examined by MR. McGLYNN.

The suit against Hagen was for an accounting. There were several suits. I think that Mr. Rohrbacher and Mr. Hagen were sued jointly for an accounting of in the neighborhood of \$15,000. I am not sure whether it was for a return of the money or for an accounting. I was present at the meetings of the Executive Committee. There were \$6,000 given personally to Mr. Hagen, and I think more. He presented no account to the general meeting of the money he spent or how it was spent. He drew the money without an O. K. from anybody. There were no minutes kept of the Executive Committee meetings. Mr. Rohrbacher and Mr. Hagen constituted that committee. The association had a Board of Directors, but we did not call that an executive committee. The Board of Directors could not get any account from Hagen and Rohrbacher. I don't know whether there is any reference in the minutes of the meetings of the Board of Directors of the money being spent. I read the minutes of the Board of Directors at the general meeting, and so far as I remember I was not instructed to omit any portion of them. If I had received any such instructions I think I would have remembered them. I was present at nearly all the meetings of the Board of Directors. There was no such thing happened at any meeting that I was present at, as a mention that the Labor Commissioner should be seen with a check. I may have missed a meeting or two, but I think I was at all the meetings during that time. Hagen was authorized to

receive money from the Treasurer on his own request, and received it by check. We have a system of drafts on the treasury signed by the President and Secretary, and then he gets his drafts on the Treasurer and the Treasurer gives him a check. There was one item of \$4,500 for which one draft was issued on the Treasurer at the request of Mr. Hagen. At the request of Mr. Hagen I went and I got him two checks for that from the Treasurer, one for \$2,000 and one for \$2,500, and I delivered the checks myself to Mr. Hagen. The reason given for the drawing of that money was to settle the boycott, and he gave no other item of account or expense. There was another draft for \$1,000, and he gave no reason for drawing that, except that it was needed for boycott expenses. In the meetings of the Board of Directors I don't remember that there was any talk or mention of the advisability of seeing the officers of the federation with money, and I don't remember that there was any money drawn for that special purpose. There were no insinuations uttered at that meeting to that effect. I was not present at any meeting of the Board of Directors where Mr. Hagen reported, or intimated, that he had seen them.

I want it distinctly understood that I have never accused anybody of bribery, and have not used the word bribery or bribed; the only one who has used those words has been Mr. McGlynn, and I want it distinctly understood that I don't accuse anybody of receiving a bribe or making a bribe. I don't remember who insinuated at the general meeting that the labor leaders had been seen, but that was the general impression that everybody naturally received, because the Boycott Committee refused to account for the money. The Board of Directors had no knowledge of where something like \$15,000 had been expended, which Hagen and Rohrbacher had received. I do not remember whether any money had been offered to Mr. Wahl, of Sacramento. The Board of Directors might have done that without my knowledge. Our minutes have no account of any money sent to Wahl. As a matter of fact, I will state that Mr. Wahl never received a cent, neither did the Columbus Brewery ever receive any.

TESTIMONY OF HENRY F. FORTMAN.

Recalled. Examined by Mr. MCGLYNN.

At the time of the United States Brewery boycott, there was no agreement between the United States Brewery and the Federated Trades that only union men should be employed. The old agreement had been broken by the Federated Trades in the first place, by refusing admission of non-union men to the Brewery Workmen's Union. In consequence of that, the Brewers' Association published an open letter against the Brewery Workmen's Union, notifying them they would hire whomsoever they pleased. The document now shown to me is the old Wieland contract I refer to. The open letter was published in May, 1888, four or five months prior to the boycott. The members of our association are members of the United States Brewers' Association. That open letter was not published on account of any request or demand from the United States Association. The paper shown me is a copy of it, and it was issued to the members, but not to the Brewers' Protective Association. The United States Brewers' Association does not recognize any

branch association, but it has a right to make a demand on its individual members. I do not remember that it was indorsed by our association, but I think they paid the expenses of publishing it.

[The documents are marked Brewers' Exhibits 8 and 9.]

I gained my impression that money had been used on the labor leaders from the Boycott Committee, composed of Rohrbacher and Hagen, from their insinuations. Rohrbacher told me several times that you people came very high, but we would reach our object in the end. Rohrbacher had the privilege of drawing money, and Hagan was his assistant in the Boycott Committee. The Boycott Committee had the sole management of the defense fund, and consequently Rohrbacher had the sole right to say what should be done, and he selected Mr. Hagan as assistant, with full power to act. Every dollar of the money that was drawn after I became President was approved by the Board of Directors; what was done before that I don't know. The sum for which an accounting was demanded was fifteen thousand and some odd dollars, and \$24,000 that the United States Brewery should prove losses for that they had drawn on account of the boycott, and there were some \$1,200 that the receipts were shown for. At the meetings of the Board of Directors Rohrbacher would advise that certain cards should be published in the papers, and would report against all parades, etc., and they would try to assist him. The United States Brewery received money on account of losses, and for losses that their customers had received. I don't know how much detective hire amounted to. Rohrbacher and Hagen handled the funds. Mr. Tobin's name was never mentioned at any of our meetings. I never instructed the Secretary to omit any portion of the minutes when reading them at the general meeting. During the boycott there was no account demanded for what purpose the money was intended.

TESTIMONY OF J. J. TOBIN.

Sworn. Examined by Mr. McGLYNN.

I was Labor Commissioner during the year 1888. I conducted an investigation into the trouble between the brewery workmen and the United States Brewery. A certain gentleman, who is a near and close friend of mine, spoke to me upon the subject of a bribe being offered me. When doing so he put in the first place, as a matter of honor, that what transpired in that line should not be disclosed, and I declined to go into the matter.

Cross-examined by Mr. WILLIAMS.

I cannot disclose the nature of the conversation with my friend, and I decline to answer whether he stated to me that he was sent by the Brewers' Protective Association.

TESTIMONY OF DIEDRICH BUCKING.

Sworn. Examined by Mr. McGLYNN.

I am proprietor of a cooper shop, and make beer kegs. I have supplied the Coöperative Brewery with kegs. I have refused to supply

them because I was afraid I would lose some of my other customers, as I had been informed so by parties whom I do not remember. Mr. Towle told me if I sold any more kegs to the Coöperative Brewery he would not take any more of me.

Cross-examined by MR. WILLIAMS.

I think I lost a couple of customers by selling to the Coöperative, but they came back again.

TESTIMONY OF GEORGE WINDLER.

Sworn. Examined by MR. MCGLYNN.

Am proprietor of a cooper shop. I had a contract with the Coöperative Brewery to do some work, and gave it to a third party because I was afraid of not getting paid. I sold them about fifty kegs a couple of weeks ago. I refused to do work for the Coöperative because I was afraid of other breweries. I would sell them kegs now if I got the money.

TESTIMONY OF ADAM HOLLY.

Sworn. Examined by MR. MCGLYNN.

Am a brewer and maltster. When the union was organized I worked in the National Brewery. Mr. McLaughlin took us down to the union office and had us join the union. There were several men in the brewery that were picked out that were not taken into it. They could not get any applications. Mr. McLaughlin refused to recommend them. They were men that were taken in from the streets and were scabs, and were not competent brewers. Under union rules the wages were increased and the hours were shortened to ten hours a day, and on Sunday we received overtime. I was discharged because they said I had been boycotted. I asked him for a written certificate as to why I was discharged, but did not get it. I paid the \$20 assessment, and considered it necessary. I overheard a conversation among the bosses when I worked at San José; they were talking with some of the bosses from San Francisco, and their conversation led me to believe that there would be a lockout.

Cross-examined by MR. WILLIAMS.

I approved of the boycott on the Jackson Brewery. The \$20 assessment was collected for a defense fund in case there should be an attack made, and we could not get any beer from any other brewery, then we would have money enough to build a brewery of our own. That money was to be returned in case there was no attack made. The money has not yet been returned. I do not think that the officers of my union make any money during a strike or boycott, and I know that Mr. Fuhrman worked for \$2 a week during the whole United States strike, and his salary was raised to \$25 a week, and he reduced it himself to \$15, and he is willing to reduce it down to nothing, or to a few dollars a week; he has stated in meeting that he would further reduce it, and it was objected to. When I got my job at the National Brewery last, I

came from our employment office. There were some men ahead of me, but they were not fit to fill that particular place in the National Brewery, and so I was sent out. I was the first competent man in order. They wanted a man that they could use in all parts of the brewery. After the United States strike was over they paid Mr. Fuhrman all of his back salary, amounting to something over \$400.

TESTIMONY OF ALFRED FUHRMAN.

Sworn. Examined by Mr. McGLYNN.

I am the General Secretary of the Brewery Workmen's Union, and have been since 1887. The Brewers' and Maltsters' Union was organized in August, 1886. On the second day of October, 1886, I organized the San José Brewers' Union. In 1887 there was a strike in the Philadelphia Brewery, which resulted, on the 22d day of July, 1887, in absolute surrender of all the brewers in San Francisco, and after that they accepted all our requests or demands, and every brewer in San Francisco and Oakland became a unionist. The wages were slightly raised, in some cases very materially raised, and the working hours were cut down to ten hours. Previous to that men were compelled to turn out at 4 o'clock in the morning, the usual time being from 4 to 5. When I first addressed the men at Turn Verein Hall, about two thirds of the men were drunk, and the balance were asleep. I found that owing to the fact that these men were compelled to work early in the morning without having any breakfast, and naturally being compelled to work at the beer business they drank beer, and it happened many times that the men were drunk in the forenoon; that they were in fact drunk before they had any breakfast. The men were compelled to sleep in the breweries, which had a demoralizing effect on them, and very few of them were married, because they could not afford to maintain families. I found also that before the union was organized a man could hardly obtain employment unless it was through the intervention of a middleman, either a saloonkeeper or a boarding-house keeper, and often \$5 to \$10 had to be paid to such broker. I do not speak from my own experience, as I never worked in a brewery or malt house. I only give you the result of my investigations. These evils were remedied after the Philadelphia fight. From the time when we first organized these people, in July and August, 1886, I never received a cent, except once \$4 75 to go to San José and return, to organize the San José people, and another time they offered me \$25, which I accepted after the Philadelphia fight was won. In August, 1887, they elected me Secretary, and it was on the 13th of August that I drew my first pay. My salary was \$14 a week. In 1888 they raised my salary to \$15 a week. In September, 1887, the Boca branch was organized, and the Boca Brewing Company was unionized.

On July 22, 1887, the contract was entered into between the Federated Trades and the Brewers' Protective Association that none but union men should be employed, and that the contract would not be altered except by the consent of both. In March, 1888, the National Brewers' Association issued a manifesto wherein they declared against unionism in general, and that they would sever all their connections with trades

unions all over the United States at the expiration of existing contracts, and the result was lockouts and strikes all over the United States, in most of which the National Association won. Our contract specified no time of termination. The latter part of 1887 the beer drivers were organized, and the brewery proprietors declared to their employés if they joined they would be discharged, and the men in the Jackson Brewery were told if they severed their connection their wages would be raised. Their wages were raised \$5. In the spring of 1888 we effected a temporary organization in Sacramento. Our name was first the Brewers' and Maltsters' Union of the Pacific Coast. The organization joined the national organization after about nine months, and its name was then changed. We kept on organizing over the coast. In July or August, 1888, we were compelled to ask the Federated Trades to request proprietors to abide by their agreements, as they were commencing to employ non-union men and to discharge union men—notably, the Chicago and the United States, and on the first of September, 1888, a boycott was levied against the United States Brewery, owing to their refusal. Our members were shortly afterwards all locked out. They were all discharged and black-listed. Black-lists were circulated in all the breweries.

The first black-list of the United States Brewery was issued in October, 1888, and contained about 148 names; some names were added and other names were stricken out. I have the black-list now as corrected.

The union issued a list of the members in bad standing—of the members who had gone back on their principles, and those who had not. The list fell into the hands of a scab, who offered it for sale to the brewery proprietors, who bought it, and had it photographed and copies sent to every brewery. Anybody who was black-listed could not obtain employment. During the United States fight we were compelled to board, and to clothe, and to house all our men. At one time there were 200 men who were out of employment at that time on our hands. Hoodlums were engaged to intimidate, to browbeat, and to attack our members; and at a picnic we held at San José, attacks were made upon our men. In June, 1889, the contract was entered into between the Brewers' Protective Association and the Federated Trades.

[It is in evidence here, marked Brewers' Exhibit 7.]

The Brewers' Protective Association constantly violated their agreement, and we announced that the contract was at an end, and that the boycott must go again against the United States Brewery. Then the United States and Albany Breweries withdrew from the association and unionized their breweries, and we made entirely new working rules again. The remaining brewers in San Francisco thought it best to unionize likewise. Under union rules we found that the great majority of our men commenced to have households of their own, and a great number got married. Before the union was organized there were not more than 15 per cent of the men married, and there are to-day almost 70 per cent. We made it a rule that no man should sleep in the brewery, in order that men should not be compelled to work at all hours of the night, and then the brewers were compelled to hire night men. We made these working rules in 1889. On the 22d of September, 1889, all the breweries in Sacramento were unionized. In February, 1890, our organization held a convention of all the representatives of the various branches on the coast, and it was decided that men should work but

nine hours, and wages should be increased \$1 per week; also to restrict Sunday work, to introduce legal holidays as days of rest, and to increase the pay for overtime from 35 cents to 50 cents an hour. We submitted these rules to the brewery proprietors in San Francisco and vicinity, and they adopted them. That was the first time that brewery workmen in any part of the world worked only nine hours a day. On other parts of the coast gradually similar concessions were made by the brewers. In May, 1891, an alteration was made in the existing working and pay rules by abolishing Sunday work entirely and abolishing holiday work entirely; and if men were compelled to work on those days, they were to get 50 cents an hour, and all these contracts went into effect all over the coast. In Seattle we succeeded in raising the wages even more, the minimum wages being \$17 per week, while on other parts of the coast it was only \$15.

When the California Brewers' Protective Association was formed we saw that all the breweries had united in a pool, and as statements of their intentions to break us up were constantly reaching us, we had good cause to be alarmed. All our endeavors to induce the members of this trust to withdraw from it, or to make it imperative for the trust not to adopt any measures against labor, were fruitless. In October, 1891, we laid the matter before our members. It was then rumored that our men were to be locked out on November 1st. The Executive Committee resolved to lay the entire matter before all the branches.

[The further hearing of the matter was then continued until Friday, June 24, 1892, at 1:30 P. M.]

FRIDAY, June 24, 1892.

TESTIMONY OF MATTHEW NUNAN.

Sworn. Examined by MR. MCGLYNN.

I was a member of the Brewers' Protective Association in 1888. The measures to render the boycott on the United States Brewery ineffectual were left to Rohrbacher and Hagen, and I acted as assistant to them for awhile. I don't know how the boycott was settled. While I was a Director there were some talks that there was money to be used, but for what purpose I don't know. I do not remember waiting upon Chief Crowley in connection with that matter, and I never heard of any money being paid Chief Crowley for his services in stopping the boycott. I know of no instance where a loan of money or a gift of money was made to the labor leaders, and I don't remember any such report in our meetings, and I had no impression that any money had been used. Rohrbacher said it was necessary to have a certain amount of money, but I don't know what it was for. During my term as Director there was no boycott levied by our association against the Fredericksburg Brewery, and I don't remember of any measures being taken to injure that brewery.

Cross-examined by MR. WILLIAMS.

To some extent the arbitrary rules and exactions of the union have interfered with my business. They compelled me to take an extra stableman when I didn't want him. I went to my stableman and asked him

if he was able to take care of the horses, and he said he had taken care of them for seventeen years, and there was no reason why he couldn't do it now. The men coming from the union were more obedient to the union than they were to me. Since I broke away from the union I have not reduced the wages nor increased the hours.

Reëxamined by MR. McGLYNN.

Since I went into the union the average of wages is higher, but certain men I paid more. The only black-list the association had was where men did not pay for their beer.

TESTIMONY OF OTTO FAUSS.

Sworn. Examined by MR. McGLYNN.

I was a member of the Board of Directors of the Brewers' Protective Association in 1888, and attended most of their meetings. I do not remember either Mr. Hagen or Mr. Rohrbacher making any reports of the money they expended. They had full power to act, and the Board of Directors approved of that power. They never stated what they wanted money for. There was never any report of Chief Crowley's services made at any meeting, and I don't think there was any money paid him. I understood once that a detective was hired, but we had nothing to do with it. That was left entirely to Rohrbacher and Hagen. Chris. Wahl, of Sacramento, was to receive some money to stop sending beer down here, but he wanted too much, and so the association let it go, and they never paid him any money. I think there was a black-list for people who didn't pay for their beer, and I think there was a black-list about certain workmen, but I never saw it. The agreement between the Workmen's Union and the association lasted about six or seven weeks.

TESTIMONY OF CHARLES WILMOTT.

Sworn. Examined by MR. McGLYNN.

I am foreman of the San Francisco Stock Brewery. I have held some shares in that institution. In 1888 we were a member of the Brewers' Protective Association. In the general meetings I have heard read reports of the progress of the committee having charge of the United States Brewery boycott. All the report they made was that they were progressing favorably, and there was no reference to the amount of money spent. At some of the meetings there might have been some mention made that the Labor Commissioner was the proper person to see, considering we were suffering injustice, but not in the sense in which you speak of seeing. I don't know that bribery was ever rumored about, but there was a great deal of dissatisfaction when the committee refused to give the accounts of how the money was spent; they never did give a financial report; they absolutely refused to do it. There was never any mention in the general meeting that anybody had been bought with the money. There was considerable dissatisfaction amongst the members, because they thought the committee should not be trusted with

so much money without knowing where it was going. The business was put in the hands of the Directors, and they put it in the committee, and were apparently satisfied that the committee were doing all they could to bring about a settlement; and I don't think the general meeting hardly knew it until after the thing was settled and the deficiency was found out.

Cross-examined by MR. WILLIAMS.

There was a man by the name of Wessels, who had worked in the Stock Brewery before I came there, but he was working at the Point Distillery. Afterwards he got out of employment, and I had a man that didn't suit me, and I tried to get Wessels. I went to Mr. Fuhrman about him, and asked him to send him to me, but he said it would displace a good union man to send him to the Stock Brewery, and I had to keep the man I had, who was very incompetent. I remember several of the men saying they were treated badly by Fuhrman, and one of our drivers said he got up to speak, and he told him to sit down, and he sat down, for Mr. Fuhrman was very autocratic.

Reexamined by MR. MCGLYNN.

Wessels afterward went to work for the Washington Brewery, and I never had any conversation with him as to whether he preferred to come to me. At first he seemed very anxious to come, but he said he was debarred from coming to the Stock Brewery. I did not inform the Secretary of that, and didn't trouble any more about it; I got along the best I could.

TESTIMONY OF FRITZ KRUG.

Sworn. Examined by MR. MCGLYNN.

I am proprietor of the New York Malt House. Before the union was formed the men started in at 5 o'clock in the morning and worked until 6 or 6:30. There were men there at night. The pay then was \$60 a month, the lowest. When the union was formed the men commenced work at 7 o'clock and worked until a quarter to 5, and received \$17 a week. The men got paid overtime for any work at night. There were plenty of old hands I had working for me before the union started, and they had to commence work at 7 o'clock and work right through, and they could not stand it to work nine hours right through in a malt house; they would sooner have it the other way. Six months ago I paid 50 cents for overtime, now I pay 35 cents.

Cross-examined by MR. WILLIAMS.

The work in a malt house is very different from that in a brewery. In a brewery, if you are not done when they quit it can be left over; but in the malt house it has to be done at once or it is spoiled, owing to the fermentation of the malt, and it is hard to have all that work done between certain fixed hours, particularly so in hot weather; and there is apt to be more overtime in a malt house than in a brewery, and there is more time when the men are doing nothing. There is nothing in the work that requires particular skill, and if a man is willing to do the work we can break him in in three weeks. When the hours of labor were reduced we were obliged to employ more men to do the same work.

Reëxamined by MR. MCGLYNN.

If a man quit at 5 o'clock, you had to put a man on to complete the work he didn't do. Sometimes when we would send for a man to the union we would have to wait over a day to get him. In the summer they won't work in a malt house, but in the winter you can get plenty.

Re-cross-examined by MR. WILLIAMS.

If we sent for a man we had to take anybody they sent, whether good or bad. If we had a good man and he started to work five hours overtime, or started five minutes sooner, the men would report him right away, and he would be fined or discharged.

TESTIMONY OF JOSEPH SCHWEITZER.

Sworn. Examined by MR. MCGLYNN.

I am the proprietor of the Empire Malt House. Before the union was formed I would hire green men sometimes, and I wouldn't pay them as much as a man who knew the business, and I would raise him gradually. Men would sometimes come who were starving, and I would give them \$1 50 or \$2 a day. Yardmen I paid from \$50 to \$60. Brewers and maltsters I have paid as low as \$40, when I boarded them myself. I paid them \$30 and \$40 and gave them board and lodging. If I take an apprentice and teach him, he would have to work for \$40 as a maltster; by that I mean green men. It would take him a week or two to get broke in, and then I would raise him to \$50 or \$60, although it might take two or three months before they would understand all through. The highest wages I paid was \$60. Sometimes the men would get up at 5 and sometimes at 6 o'clock. Even before the union I had some night men and some day men. The day men would get up at 5 or 6 o'clock and quit at 5 or 6, and I had another set to do the night work. I don't know what time they get up now. The foreman bosses the men. I paid my foreman \$75 a month. Now I pay from \$2 a day up. I don't pay the men myself; but if a man wants a job very bad to clean up around, if he gets \$1 50 or \$1 75 he is satisfied. I think the men in the malt house get \$17 a week now, but I do not pay an apprentice that much. My men work about half the day on Sunday, starting in about 8 o'clock; work has to be done in the afternoon, too, but all the men are not there. If a man has to work all day he don't have to work all day the next Sunday. They don't get any extra pay for Sunday work.

Cross-examined by MR. WILLIAMS.

The nature of my business is such that the men have to work on Sundays, and the malt is apt to ferment unless it is attended to at once. One time I rented a house to my foreman, which was near the malt house, and my men were lodging and sleeping there at night, and the union made a rule that no man should sleep under the boss' roof or on any of his property, and the next day they all left the house.

Reëxamined by MR. MCGLYNN.

Generally I hire and discharge my men. The men on the malt floor still get \$17 a week; the other men get from \$2 a day to \$16 a week. There is a boy of seventeen or eighteen years of age working around the yard who may get less.

TESTIMONY OF AUGUST EGGLE.

Sworn. Examined by Mr. WILLIAMS.

Have been a beer driver for nine or ten years in this city. I was forced to join the union in November, 1890. I was a member of the Executive Committee at one time, and attended most of their meetings. I resigned after about three months, because I didn't like the transactions that were going on there. There were some of the members who would spend the time at those meetings reading the papers, as they didn't understand a word of the German language, and didn't know what was going on. At one time a letter came in, and some of the members said they thought it best to translate it into the English language, so those people could understand it; but Fuhrman said it didn't amount to anything, and those people did not find out what was in it. The members of that committee did pretty much as Mr. Fuhrman said. I remember when a committee was appointed of the Beer Drivers' Union to regulate wages, and they recommended \$100 a month. Mr. Fuhrman said at first \$15 a week, and afterwards he got it a little higher, but he said he would not pay it; there would be trouble about it. That was before the Executive Committee. Of course they didn't know much about it, and they left it to delegates of the Executive Committee that were there, and it was sent to the Federation of Trades—\$23 a week. Sometimes when a man would get up in the meeting, Fuhrman would tell him to sit down, or not to get up. The President was supposed to preside at our meetings and call the members to order; but Fuhrman would sometimes get up and call them to order himself. On one occasion I saw him take the gavel from the Chairman. I was present at the meeting in Irish-American Hall when the \$20 assessment was discussed. Most of the drivers were opposed to it, and many of them wanted a secret ballot. There were at least two thirds who wanted an open ballot. About one third wanted a secret ballot. I heard Fuhrman say: "Those fellows, they don't amount to nothing," meaning the Beer Drivers' Union. I was not in favor of levying the assessment. I have withdrawn from the union, and had a hand in forming a new union. I had no benefit from the Pacific Coast Brewery Workmen's Union as long as I belonged to it.

Cross-examined by Mr. McGLYNN.

I worked for the United States Brewery about three years ago, and received \$65 a month. When I joined the Beer Drivers' Union I received \$90 a month. I now receive \$23 a week. When anything particular came up in the meetings of the Executive Committee it was translated into English. I considered that after paying all my assessments, etc., to the union, that my wages were reduced by it. I only paid \$5 on the \$20 assessment. I don't believe I have paid \$40 to the union in assessments. I am an officer of the new Beer Drivers' Union. I quit the old union because I would not pay the balance of the \$20 assessment. The new organization is not a union; it is a benevolent society only, and it don't regulate wages or hours. I believe in unions when they are carried through in the right way. I don't know what I would consider the right way.

Reëxamined by MR. WILLIAMS.

I was working at the South San Francisco Brewery when I joined the union, and remained there for six months afterwards, when they discharged me on account of the union rules. I was out of work three months, so that I lost \$300 by being a member of the union. I was suspended from the union, and they would not give me anything to do.

TESTIMONY OF MORRIS ABT.

Sworn. Examined by MR. MCGLYNN.

Am a beer driver. Formerly worked in the Bavaria Brewery for eight or ten months, and left there about three months ago. I worked in this city previous to the organization of the union, and received \$50 a month, without board and lodging. After the union started we got \$18 a week. When I received \$50 a month I was a helper; when I became a driver I got \$18 a week. I was discharged from the Bavaria Brewery because they suspected me of owning shares in the Coöperative Brewery. I got a paper from the President of the Coöperative Brewery to the effect that I did not own any shares, but they would not pay any attention to it.

Cross-examined by MR. WILLIAMS.

I started, in a joke once, the report that I had shares in the Coöperative. When I worked as a driver for \$18 a week I received \$5 less than the union rate. I never asked the boss for union rates, because I knew if I did I would be discharged. I did not drum up new trade. I simply delivered beer. We would start in at 5:30 in the morning, and would get through at 5 or 5:30. Sometimes we would get through at 11 o'clock in the morning, and then we would have to do some shipping. I had to bring in beer for the brewery also.

Reëxamined by MR. MCGLYNN.

The rules required that we should not start before 6 o'clock, but it took us half an hour to load up, and we would not start until 6.

[The further hearing of the matter was then continued until Tuesday, June 28, 1892, at 10 A. M.]

TUESDAY, June 28, 1892.

TESTIMONY OF ALFRED FUHRMAN.

Recalled. Examined by MR. MCGLYNN.

I produce a private and confidential circular sent to all the members of the Brewers' Protective Association, which was adopted on April 20, 1888. It comes from the Pacific Brewery. The Pacific Brewery sold out to the syndicate. The proprietors of the Pacific Brewery left everything upside down when they left. Their office was swept and all their papers thrown into the yard, and in the yard, among a heap of papers thrown out of that office, a workman found this and brought it to me. On the minutes of the Brewers' Protective Association of April 20, 1888, you will find this identical resolution. There was a certain

retailer in Alameda who took beer from a brewery in Haywards—the New York Brewery. That brewery at that time refused to join the combination, and was thereupon boycotted by the members of the Brewers' Protective Association. I gave you a certified copy of a letter that was written in that connection. The original letter was sent to President Cleveland when A. Heintz, the Secretary of the Boss Brewers' Protective Association, was convicted before the United States Government of stealing several hundred thousand dollars through those Chinese return certificates. A petition was sent to President Cleveland to pardon him, and then the Federated Trades sent this letter. Many of the originals of the papers which I have were lost during the investigation before Commissioner Tobin. Especially I submitted one document before Colonel Tobin, which clearly demonstrated the black-list of the Brewers' Protective Association. That document was never returned to me. It was a piece of paper that read: "Black-list; date, May 7, 1888; name, M. O'Gorman; occupation, saloonkeeper; amount due, \$9; complainant, Jackson Brewery. A. Heintz, Secretary."

We knew of the existence and frequent use of this black-list. We knew, furthermore, of the black-list issued by the Brewers' Protective Association regarding our members. The Brewers' Protective Association, when they adopted that resolution of the 20th of April, 1888, and issued that proclamation expected it would be followed by a strike or boycott, as it had in the East; but we did not strike, because we knew better. We kept on waiting and preparing ourselves for the inevitable until the association attacked us by the discharge of our men and the employment of scabs. Then we declared a boycott. The fight lasted eleven months. During the United States boycott the first thing the Brewers' Protective Association did was to levy a boycott on the Fredericksburg Brewery, which was the only lager beer brewery on our side. Committees were appointed by the Brewers' Protective Association to wait upon the restaurant and hotel proprietors and request them to throw out the Fredericksburg and take other beer. They also levied a boycott on Chris. Wahl, of Sacramento, who furnished us with steam beer during that fight. They went so far as to buy up his notes, in order to ruin him, if possible. I know that, because Wahl himself told me, and several proprietors also told me. After the withdrawal of the Albany and United States Breweries from the association, the members of the association did all in their power to ruin those two breweries. The same course was pursued with the Coöperative Brewery. In the summer of 1891, when the Employers' and Manufacturers' Association was organized, the Brewers' Protective Association was again revived by the admission of the syndicate, which had up to that time not been a member of the Brewers' Protective Association. They then formed a new association, the Brewers' Protective Association of California. I have here the boycott plank in the plan or organization of the Brewers' Protective Association of California, which has already been introduced in evidence.

At this time, it having become evident that the Brewers' Protective Association would declare war and lock out our men, in order to meet any emergency that might arise it was decided to levy an assessment of \$20, which was carried by more than a four-fifths majority. The vote stood 370 for and 93 against the assessment. There were about 600 members subject to this assessment. All the members of our union,

with the exception of seven employed in the Jackson Brewery, complied with that resolution, and they refused to pay at the instigation of their employers. Those seven men were accordingly suspended. Before their suspension the Executive Committee of the council, at the request of the Federated Trades, waited upon the Jackson Brewery several times and requested them to use their influence in inducing these men to abide by the union rules, but without effect. The men were expelled on the 15th of January. Then all our remaining members in the Jackson Brewery and malt house were ordered on strike. The Jackson Brewery then became a thoroughly non-union or scab brewery. The Federated Trades then requested that brewery to unionize, which was refused, and a boycott was declared on the Jackson Brewery on January 16, 1892. The discharge of our members then commenced. They were discharged and black-listed. Since the boycott of the Jackson Brewery there have been about 200 men discharged for being union men. A boycott was declared later on against the National Brewing Company, they being the main agitators of the brewers' fight, and employing none but non-union men. With the exception of the Coöperative Brewery all the breweries in this city are now non-union breweries. But the syndicate breweries still have in their employ union men as well as non-union men. All the breweries, with the exception of the syndicate breweries, refuse to employ union men.

The salary that I have received as Secretary, has been from August to September, 1887, \$14 a week; from that time to September, 1889, \$15 a week; from September, 1889, to August 23, 1890, \$18 a week; from August 23, 1890, to June, 1891, \$21 a week; from June, 1891, to March, 1892, \$25, and then I cut my salary down again. In all these cases when my salary has been raised, it has been raised without my knowledge; generally, when I was absent from the city. I have several times reduced my salary voluntarily, but I have never asked for a raise.

Cross-examined by MR. WILLIAMS.

During the eleven months' fight my salary was \$2 a week, and after it was over they made up my back salary to me, and I received \$400. When traveling in the interest of the society, of course my traveling expenses were paid. I have no other business except as a representative of the Federated Trades. When I went up to Sacramento to unionize the breweries up there, I merely requested the proprietors to unionize, showing them that it was for their best interest to do so, and they all agreed with me in the proposition. I did not tell them if they did not unionize that we would make war upon them, although they may have thought so. I don't think they unionized because they were afraid, but that they really saw that it was inevitable that it had to come. I went up north and unionized some of the towns up there. We had several interviews with Reinhart, and we showed him that it would be unjust for him to remain outside when his competitors had and were willing to unionize, and that it was best for our mutual interests for him to unionize. He refused to unionize, and we left the whole matter to the Trades Assembly in Portland with full power to act, and they levied a boycott upon him, which lasted about five months. We sent two men from here to represent our union in that fight, and paid them for their time. We spent more or less money in prosecuting the Reinhart boycott.

At Spokane Falls the brewers unionized readily. The demand we made upon the United States Brewery was that they should comply with their contract that they would employ none but union men. They had employed a man who was a non-union man. We called their attention to the fact that they were violating their agreement, and we were received very brusquely and told to get out; that they would run their business as they damned please. It was not necessary for them to discharge the man in order to comply with the agreement, because the man could have been asked to join the union. Of course, if he refused to do that, they would have to discharge him and hire a union man, as the contract called for. The man was not discharged, and the boycott was placed on the brewery. That boycott was asked for by the representative of our union of the Federated Trades. In order to enforce that boycott we issued circulars and had parades, and did anything that was lawful to win the fight. We appointed committees to wait on saloonkeepers, and they asked saloonkeepers not to use United States beer. We reminded the saloonkeepers of the fact that their patrons consisted principally of working men, and that it was the desire of working men that they should not have scab beer there, and it would be a favor to labor to dispense with that beer and take union beer. Some of the saloonkeepers refused, and we got out circulars against them, and appointed men to stand on the streets and distribute the circulars, and persuade customers not to go into the saloons. We stationed guards around all the saloons we could, and tried to keep customers away by every lawful device. We never resorted to any violence. Our men were several times attacked by hoodlums paid by the Employers' Association. And after they had nearly succeeded in killing one or two of our men the saloonkeeper called them in and treated them friendly. Several of our members were warned not to do certain things by servants in the employ of brewery proprietors, because they had overheard the conversation between the brewery bosses, and they would tell their sweethearts. Such a warning was given in regard to the picnic at San José. A servant girl in the employ of one of the proprietors was told not to go to the picnic at San José, because there would be trouble, and the picnickers would be sat upon. We would find out where beer was delivered, both in San Francisco and in outside towns, and the beer was driven out in a good many places. That boycott was a very effective one, and the output of the United States Brewery was reduced by it from 46,000 or 47,000 barrels a year, to 31,000 barrels. We never did anything to worry the men who were employed in the brewery, and they were never assaulted during that time, and we never tried to get any of them to leave the brewery.

The property I owned in Oakland I paid \$1,100 for; the property that I did own in the Mission I paid \$100 cash and kept a mortgage of \$375. That is all the property I ever owned. The \$1,100 I borrowed from my friends, and put a mortgage upon the property in order to liquidate the indebtedness. Our union joined the National Union at one time, and was known as Union 16, but withdrew, owing to an illegal assessment of 10 cents per capita that was levied. We paid the assessment under protest to an arbitrator. They afterward acknowledged that it was illegally levied, but they said the illegality of it was made good again by the general vote which later on declared that the assessment should now be paid, because everybody else had paid it. We

rejoined the National Union in January, 1892. At the time we were a member of the National Union we had been granted jurisdiction over the entire Pacific Coast. After we withdrew they formed another union here called Scab Union 16. The ten names that appear as applicants for the charter of Scab 16 were not actual brewers; they were all scabs. The majority of them had been members of our union.

Ours is the most democratic organization that ever existed of labor organizations. If a man does anything wrong, the charges against him are investigated by a Trial Committee of his branch; from the decision of the Trial Committee he can appeal to the Executive Committee; from the Executive Committee he can appeal to the general membership, which is the highest tribunal. I have here the official bulletin of the council of January 9, 1891, containing the report of the Organizing Committee of the Federated Trades, regarding Scab Union 16, that the application for membership in the Federated Trades was denied. In applying for their charter, they gave many reasons. They stated that the Federated Trades were disrupted here in San Francisco, and now was the time to disrupt our coast organization. They said that all the brewery proprietors of San Francisco would hail with the greatest joy the advent of any scab organization, as long as it would go against that man Fuhrman. We demanded the discharge of these men from the National Brewery because they were scabs. We expelled them from our union because they went against its rules and laws; they were traitors to our union. They committed high treason against our union by joining a scab organization. The Federated Trades decided by a unanimous vote that they had a scab organization. The National Brewery refused to discharge the scabs whom they had organized themselves. Scab Union 16 was mainly organized at the instigation of the members of the National Brewing Company. The Federated Trades levied a boycott when the National Brewery refused, which lasted about thirty-six hours, when they made a contract granting everything that we wanted.

The \$20 assessment was not designed to bring on a war; it was levied to avoid a war, and it accomplished its object. Eastern beer is now sold here again. Before the union was organized it was sold quite extensively here in San Francisco, and in the Pacific States. After the Philadelphia, and especially after the United States fight, we made an extensive canvass against Eastern beer, Eastern beer at that time being likewise non-union beer. We succeeded in driving all the Eastern beer out of San Francisco, San José, Seattle, and Tacoma. We got all the beer out of San Francisco with the exception of the Louvre, which was at one time the only place where they kept Eastern beer. I think there are about two hundred of our men now out of employment. We have never employed violence in our boycotts, and have never endeavored to persuade them to leave breweries by the use of money. The assessment of \$20 amounted, I should judge, to \$12,000 or \$14,000.

Reexamined by MR. MCGLYNN.

In 1888 the United States Brewery was not the only offender against union rules; and the reason that it alone was selected for attack was that we thought we could combat the United States Brewery best, and in order to concentrate our force on one point. The Executive Committee has no power to levy an arbitrary assessment.

It is the impression that the men who refused to pay the \$20 assessment in the Jackson Brewery were influenced by the proprietors, and that a concerted action was had on the part of the breweries in that matter to bring things to a crisis. I file the report of the Council of Federated Trades on Union 16. [Marked Brewers' Exhibit 10.]

The charter of that union was revoked by the National Union, and they did not uphold the action of the officers who issued it.

Re-cross-examined by MR. WILLIAMS.

The establishment of an employment office for a union strengthens the control and discipline of the union over its own members, and one of its effects is to absolutely exclude scabs. One of the helpers who went on a strike in the Jackson Brewery told me that he overheard a conversation amongst the owners that they were back of the refusal of the drivers to pay the assessment. When we induced a saloonkeeper to stop taking Eastern beer, we did not urge any special home beer upon him. We left it to his own choice, because in those days all the breweries were union breweries.

[The further hearing of the matter was then continued until Wednesday, June 29, 1892, at 1:30 P. M.]

WEDNESDAY, June 29, 1892.

TESTIMONY OF CHARLES D. STONE.

Sworn. Examined by MR. WILLIAMS.

Am the manager of the San Francisco Breweries (limited), since October. Since I have been manager the Brewery Workmen's Union have not demanded the discharge of any drivers of ours. A committee from the union had a conference with a Mr. Milburn, in which they requested him to state that they would discharge any men who were not in good standing. Mr. Milburn replied to them by letter declining to accede to their request, saying he should leave the men free to act as they saw fit—to belong to the union or not. We do not ask our men any questions. We have not discharged any men, either because they were non-union men or because they were union men. I have the books of the corporation under my direction, and I find no direct evidence that my predecessor ever paid Mr. Fuhrman any money in the way of a subsidy.

Cross-examined by MR. MCGLYNN.

Our corporation is a member of the Brewers' Protective Association. There was a resolution passed by the association that all workmen affiliating with the Federated Trades should be discharged unless a certain boycott was lifted, but we were excepted from its workings. We have had occasion many times to apply to the union office for men, but have never had any complaint as to the slowness with which they were supplied. I have never paid any money to Mr. Fuhrman. He never did anything for us since I have been there to entitle him to be paid anything. I have never heard any statement that we were specially

favorable by the union, and I should think we were specially worked against by the union. I discharged a man from the Philadelphia Brewery who took our paste pot and brush and left his work during working hours to post up boycott circulars. He was arrested, and I discharged him. I discharged another from the Wieland Brewery who had a saloon that his wife owned who was selling our beer, and took in Washington Brewery beer also. I discharged two others from the United States Brewery for selling our beer and advocating the interests of the Coöperative Brewery at the same time. I discharged two yesterday for advocating the interests of the Coöperative Brewery, and asking people to keep away from the saloon that was taking beer from the brewery where they were working—asking to keep away because they would not take Coöperative beer.

Reëxamined by MR. WILLIAMS.

I have heard it stated a great many times that Mr. Fuhrman was in the pay of the syndicate before my incumbency. Of course it is possible for a sum to have been paid Mr. Fuhrman, as you suggest, and charged up under the head of malt or other supplies without detection, but you would have to take more in it than the manager. The cashier and the bookkeeper would all have to know it. The system of checking is better than that. We pay the same salaries we have always paid. The only reason that our company has lost more trade by the action of the Coöperative Brewery than all the other breweries combined, is, I think, that I have discharged some men for advocating those claims, and they immediately became solicitors for the Coöperative Brewery. About as fast as we discharged them they went to work for the Coöperative.

Re-cross-examined by MR. MCGLYNN.

I would consider it a convenience to have a place where men could be hired, and an inconvenience to have a place where you must hire them.

TESTIMONY OF B. H. ABRAHAM.

Sworn. Examined by MR. WILLIAMS.

I have been working as a brewery workman quite a number of years. I joined the union in July, 1889. At that time I was working in the Pioneer Malt House. I remained a member of the union until 1890. I belonged to Branch 1, and always attended its meetings. There was a man by the name of Tom Young who was out of employment, who was kicking because he didn't get his show. He said that as it was his turn he ought to be sent out, and instead of that they sent somebody else; when he got to the top of the list he was passed over and somebody else got his chance, and Mr. Fuhrman told him to shut up or he would throw him down the stairs. There was a man named Jake Walter who did not agree very well with Mr. Fuhrman, and he was expelled. There was some little excitement in the meeting. Walter wanted the local union to join the National Union, and Mr. Fuhrman told him to keep quiet, and he was sent out of the meeting and then was expelled. I have heard Mr. Fuhrman say in the union that he would make men do

what he said. I have heard him say: "If you don't do like I want you I am going to crush you;" he said that in German. He said: "I crush you, I crush you, everybody who is against me." He tried to crush me, but he could not do it so far. I have heard him call the members camels and wrestlers. There was a man by the name of Bill Hager, who wanted to go up north where he could have a chance to make money in land speculations, and he told Mr. Fuhrman that he would like to get a show to go up to Seattle or Tacoma, and Fuhrman said he had better stay here. He said, "Why?" Fuhrman said: "Now, here; I don't want you to go there; you are not a good union man and I want you to stay here." And afterwards there were men went up there three or four times, but he would not let Bill Hager go. There was a man by the name of William Smith, who had a wife and a lot of children, who wanted to join the union in order to get work, and Mr. Fuhrman said "No; there is no more work for him; he will have to seek employment some other place." Fuhrman told us that workmen ought not to marry; that it was not good to raise too many children, and workingmen could not afford to bring children up and attend to them the way they ought to, and if any women were brought to him he would tell them not to raise so many children. I belonged to the so-called Scab Union 16, but they were not scabs. The paper now shown me contains the names of the people who applied for the charter for that union.

All thirteen of the names there mentioned are brewery workmen who worked in breweries, although one or two of them may have been out of a job at that time. The six names mentioned on the circular issued by the Council of Federated Trades, which you show me, were not signed to the charter, so that the circular is a deliberate falsehood. Our charter was not granted in consequence of that letter. We sent an application ourselves, and it was granted to us on that application. We were at that time all members of the Brewery Workmen's Union of the Pacific Coast. The proprietors of the National Brewery nor the proprietors of any other brewery ever urged any of our men to send for that charter. We sent a committee to ask them if they would discharge us if we joined the International Union, and they answered that they would not discharge us so long as we were union members. The copy now shown me I distributed in the city here once. [Marked Exhibit 11.]

That circular was issued by a committee of Union 16. I was arrested for distributing it, and tried on a charge of libel, and the jury disagreed at two different trials. I think it was authorized by Union 16. I have seen the charter recently, and it contains the names of the members of the Executive Committee in New York. The names of the charter members are not on the charter. I have been attacked by a gang of the union men who knocked me senseless, and then had me arrested for assault to murder. I went into the saloon and asked for a glass of beer, and asked one of my old friends to take a drink with me, and another fellow came up to him and said: "I didn't know you were hard up for 5 cents like that to drink a glass of beer with a scab; why didn't you tell me, and I would have given you 5 cents." I said to this fellow not to be so saucy, that the trouble would soon be over, and I turned around to drink my beer and he knocked me down from behind. The jury acquitted me of the charge of assault to murder.

Cross-examined by MR. MCGLYNN.

I worked in a malt house or brewery during the United States fight. At the time I was attacked by the union men, after I was knocked senseless I was told that I was struck with a club by Mr. Fuhrman. I did not use a knife or stab anybody. I had to strike back, of course, to protect myself. There was a knife produced in evidence at the trial, but it was not mine. I have a copy in German of the charter of Union 16, which I now produce. We applied for the charter in December, and received it about the 28th of December. Our application is the only one that was made.

TESTIMONY OF ALFRED FUHRMAN.

Recalled. Examined by MR. WILLIAMS.

I have seen the charter of Scab Union 16; it had no names on it except those of the National officers, and is printed in German. Exhibit 10 is a copy of the proceedings as they appeared in the official organ of the National Brewers' Union. There are no rules in our union preventing commission drivers from doing business. We made a rule, however, that no new commission drivers should be created.

TESTIMONY OF FREDERICK GROVERMAN.

Sworn. Examined by MR. WILLIAMS.

Have been a beer driver for about two years. I was forced by my employers to join the union. Mr. Fuhrman bulldozed the crowd right along. Of course the men went there against their will, and they were not very quiet, and the men would get up and kick and get in a row, and Mr. Fuhrman would stand up and bulldoze the whole crowd. He did not succeed, though. I was present at Irish-American Hall when the \$20 assessment was voted on. The majority seemed to want a secret ballot. You couldn't understand much of the meeting; the whole thing broke up in a row anyway. There was no vote taken at that meeting. When the vote was taken on the \$20 assessment it stood 75 to 37 against it. The men who voted against it afterwards declared they would not pay it, but a good many of them changed their minds, because they had to. Some of these men left the union and formed a benevolent society. I do not think the union was a good thing for the beer drivers. It makes them mere tools. The union raised my salary a little.

Cross-examined by MR. MCGLYNN.

If I had not joined the union I would have lost my job. The boss told us we had better join to avoid trouble. Before the union I got \$70 a month in the Milwaukee Brewery. I am now working in the Milwaukee Brewery, and get about \$86 a month. About half my time is occupied in driving and the other half in attending to the engine or the office. I only paid \$5 of the \$20 assessment. The proprietor did not give me to understand that it would cause me trouble if I refused to pay the rest of the assessment.

TESTIMONY OF JOHN LUTGEN.

Sworn. Examined by MR. WILLIAMS.

Have been a helper on a beer wagon for about seven years. I did not join the union of my own free will. I was a member of the Executive Committee. Mr. Fuhrman had the most to say. There were twenty odd people composed the Executive Committee, but they might as well have been twenty beer kegs for that matter. The result of the vote on the \$20 assessment was 75 for it and 37 against it. When we had meetings it was generally pretty lively, but Mr. Fuhrman would take the gavel, and we had to sit down or pay \$1. It was generally talked among the men that Mr. Fuhrman could give a man a job or keep him out of one if he wished, but I never saw anything of it.

Cross-examined by MR. MCGLYNN:

Before I joined the union I got \$70 a month. I now get \$18 a week. I paid \$5 of the assessment of \$20. Nobody told me not to pay any more.

TESTIMONY OF W. J. V. MACKAY.

Sworn. Examined by MR. MCGLYNN.

I am the President of the Council of Federated Trades. I had some connection with the trouble in the National Brewery concerning Union 16. During conversations that I had with the proprietors of the National Brewery, there were intimations that Mr. Fuhrman was bribed, or under pay of some other brewery. Mr. McLaughlin, of the National Brewery, stated that Mr. Fuhrman was paid by the Syndicate to foment trouble in the outside breweries. That was shortly after the organization of Scab Union 16 by Mr. Hansen, of the National Brewery.

Cross-examined by MR. WILLIAMS.

Mr. McLaughlin said that Mr. Fuhrman was down around the syndicate headquarters a good deal, and that he was quite a friend of Colonel Denicke. I recollect that Mr. Fuhrman said that that didn't cut any figure in the matter; that he and Colonel Denicke belonged to the Turn Verein, and that he had business with all the breweries. The National Brewery boycott was settled in time for them to get their beer out upon the following Monday morning, and it was through Mr. Fuhrman that that was accomplished, and they were thereby saved an immense loss. If I had had my way, that beer would not have gone out on Monday morning.

TESTIMONY OF FRANK SCHRADER.

Sworn. Examined by MR. MCGLYNN.

Have been a beer driver for ten years. I am one of the organizers of the Beer Drivers' Union. At that time was working in the Chicago Brewery. Nobody forced me into the organization of the union. Our branch numbers about 165 or 170 members. It was understood that all matters of general interest were to be decided by a general vote of the

union, and that our union would abide by the majority vote. I have acted two terms as President, and have presided over the meetings. We generally hold kind of cow-boy meetings. It takes a cast-iron man to rule a crowd like that, and you have got to manage some way to rule them, and when things got too hot for me Mr. Fuhrman would take my place once in awhile at my request, and he would never do so unless I had to put somebody out myself, and he would take the chair while I was putting them out. The members were not very obedient to the ruling of the chair. My wages were increased by the union from \$60 a month to \$23 a week. I have been a member of the General Executive Committee, and I always had my say at their meetings. All important matters were explained in both English and German, and as to those parties who have complained that English was not spoken, they were asleep in the corner. Our branch of the union is no longer in existence. We do not hold any more meetings. The meeting at Irish-American Hall was a disorderly affair, and I do not remember any cries for an open ballot; you could not understand what they were hollering out. At the next meeting they demanded a secret vote. There was a vote taken at Irish-American Hall, but no one could count them. I am now working for the syndicate. When our members were out of employment, they would apply at the employment agency for work, and I never heard of any injustice being shown any man who was on the list. The men would take their turns.

Cross-examined by MR. WILLIAMS.

I have heard employers ask for a special man and get him. I never heard them ask for him and not get him. I was not the Chairman at Irish-American Hall. The second meeting was held in lower Metropolitan Hall. There were at least 150 beer drivers present. We voted on the assessment. The council objected to a rising vote; they wanted a secret ballot taken. It was taken in the presence of a committee from the Council of Federated Trades. The majority were against it on the secret ballot. Mr. Fuhrman is not a member of our beer drivers' branch, and he had no vote in it, but he is permitted to give his opinion upon the floor. He has no right to preside unless it is requested. At those branch meetings Mr. Fuhrman was considered the representative of the entire union.

[The further hearing of the matter was then continued until Thursday, June 30, 1892, at 1:30 P. M.]

THURSDAY, June 30, 1892.

TESTIMONY OF JOHN A. KRETSCHMAR.

Sworn. Examined by MR. McGLYNN.

I am at present bookkeeper for Mr. E. A. Denicke, and incidentally for other interests. I have been cashier of the San Francisco office of the Fredericksburg Brewery. I held a similar position in the San Francisco (limited) Breweries from August 1, 1890, until the latter part of September, 1891. During that time I had entire supervision of the

cash of the syndicate, in so far that I knew for what purpose moneys were received and for what purpose expended. While I held that position no sum of money ever came to my notice as being paid to Mr. Fuhrman. There was never any demand or request on his part for any money; never the slightest intimation. If there had been I think I should have known it. During my cashiership of the Fredericksburg Brewery there were no demands nor requests made by him for money, and no money paid to him either as a gift or otherwise. From August, 1888, to June, 1889, I was the cashier of the Fredericksburg Brewery. The fact is it dates back from 1880 continuously.

Cross-examined by MR. WILLIAMS.

I was the cashier of the Fredericksburg Brewery up to 31st of July, 1890, then I took the cashiership of the San Francisco Breweries, and incidentally the cash of the Fredericksburg Brewery as well. The syndicate was organized somewhere at the end of June, 1890, and I was the first cashier. I remained in that position until the 30th of September, 1890, and I left a little before Mr. Denicke retired from the management. All cash and checks passed through my hands, and, in fact, I made entries of everything pertinent to cash, either drafts, cash, currency, or anything in the shape of money, or form of money. On minor amounts I had my own discretion, and on large transactions they were paid in the form of checks written out by me and signed by the General Manager and Secretary of the company. The checks for payments of money were drawn by the parties in whose favor they were written. Cash from the bank we got very seldom, because we always had a lot of current funds on hand. I generally understood the items of every money transaction. Of course the accountant would check up the account and verify it, and upon his verification the payments were made. Colonel Denicke drew money for expenses at several times, but I don't remember that any one item ever exceeded \$35, and he did not draw anything during the last six months or longer. Before that he would draw occasionally for incidental expenses, which were needed in the trade. The total expenses of that sort never exceeded \$35 for any one week, although we have at times paid out \$5, \$10, or \$20 for some donation or other, but a separate entry was made of that always. That continued from the time he took charge until about six months before he resigned, and then his health would not permit him to make any visits, and he never drew any money for expenses. There were about 600 men on the payroll, and I issued the checks for every one. I did not make them out, but after the accountant verified the payroll for each brewery, and the same was approved by the General Manager, I wrote out the checks and submitted them to the Secretary and General Manager for signature. I could not tell whether the men were all working in the brewery, but we had the foremen, in addition, to countersign each. I did not see Mr. Fuhrman in the general office of the Syndicate very often, but I would occasionally, and we were always on friendly terms. I don't think Mr. Denicke and Mr. Fuhrman had any private business together. The only means of knowing that I would have would be what I saw with my own eyes during business hours. They have had private consultations in the office sometimes.

Reexamined by Mr. McGLYNN.

In one sense of the word I was Mr. Denicke's Private Secretary, also, although I content myself with calling myself his bookkeeper. I attend to all his business though. I do everything that transpires, and I am pretty familiar with all his financial transactions. I remember distinctly that Mr. Fuhrman and Mr. Denicke have never had any private transactions of a financial nature.

TESTIMONY OF RUDOLPH HAGEN.

Recalled. Examined by Mr. McGLYNN.

There was a man by the name of Henry Dryer who was formerly a driver of ours, and he left owing us \$1,850. He went next to the Union Brewery. I related the circumstances to them. I never got that money back, but the union prevented him from getting his position. He took our horses and our wagons, but the union prevented him from taking our customers. I never got back the horses and wagons nor the \$1,850. During the 1888 boycott of the United States Brewery I did a great deal of the negotiating with the Federated Trades people. Mr. Rohrbacher never reported to me any negotiations that he had with any of the leaders. I was acting generally at that time as the leader in the settlement, with the knowledge of Mr. Rohrbacher, and I believe that any transaction he might have had I would have had some knowledge of. Mr. Rohrbacher never stated to me that he had tried to bribe any of the members, and he never made any report that led me to believe he was trying to do so. I never paid a dollar to any member of the Federated Trades. I remember a party by the name of Frank Rooney once came up to the Brewers' Protective Association to the meeting, and demanded to see one of the members. I don't know whether it was Mr. Hagerman or Mr. Fortman, and the party afterwards addressed a letter either to Mr. Hagerman or to the association. I think there was some talk in the Board of Directors that this man should receive compensation for his services, but I would not swear to that. Mr. Rooney came down to the brewery several times and wanted to see Mr. Hagerman, and Mr. Hagerman always told him if he wanted to know anything to come up to the meeting. He was not one of the men I had any dealings with in settling.

Cross-examined by Mr. WILLIAMS.

I advanced Dryer \$1,850 cash to buy the route that a driver had in the brewery for the last twelve or fourteen years, which belonged to the commission driver, and he simply took my whole wagon, and horses, and route, and everything away, after running it about three months. I never sought to replevin the horses or the wagon and did not sue for the money, and never had him arrested. The union heard of it, and came over to my brewery and asked me to make a statement about it, and there was a law passed then by the union that no more commission drivers should be allowed.

BREWERS' EXHIBIT 1.

OPEN LETTER TO BREWERY EMPLOYÉS.

SAN FRANCISCO, September 11, 1888.

To the Employés in Breweries and Malt Houses:

On the 3d and 4th of this month you have asserted your rights as free men, and in the presence of your employers with your own handwriting have agreed to resign immediately from the Brewers' and Maltsters' Union.

By this action you have restored the friendly relations which existed between employers and their employés for a long time before trades unions created a constant enmity, that was not only provokingly unpleasant but also greatly disturbing in business, and which has certainly proved to be against the interests of both parties.

We feel that we owe, and hereby express, our thanks to you for the good sense you have shown in promptly resigning from the Brewers' and Maltsters' Union.

We will add and repeat the promises which were made to you in resolutions signed and published on the 26th of March, 1888, and hereby pledge ourselves that we will faithfully keep them, viz.:

Full protection and continuance of employment as long as you perform your duties satisfactory.

The same wages and the same working hours which were stipulated under contract with the union.

At the same time we expect that you will strictly observe the obligation which you have taken upon you, viz.:

Resign from the Brewers' and Maltsters' Union immediately, and not to assist said union any further in any form whatsoever.

We further ask you not to support the present boycott against the United States Brewery, but to do all in your power to counteract its effects.

It is necessary that you must be firm in this, for we cannot countenance any double dealings, and any one of our employés who will not live up to his promises may expect to be promptly discharged.

THE BREWERS' PROTECTIVE ASSOCIATION.

BREWERS' EXHIBIT 2.

The following resolution was adopted upon the unanimous vote of all the members present at a meeting of the "Brewers' Protective Association," held on Tuesday, March 1, 1892, to wit:

"*Resolved*, That in the event of the boycott on the Jackson Brewery not being removed by Monday, March 7, 1892, then all persons in the employ of members of this association, affiliating with organization boycotting the said Jackson Brewery, be discharged."

W. A. FREDERICK,
President.
R. MOHR,
Secretary.

BREWERS' EXHIBIT 3.

WORKING AND PAY RULES.

To settle all questions as to action to be taken in this brewery relative to employés, the following rules are announced and guaranteed to the employés who perform their duties faithfully:

WORKING HOURS.

Nine (9) hours shall constitute a regular day's work, six (6) days a week's work.

The working hours shall be consecutive, with interruption for meals, except where arrangements can be made between the foreman and the employés as to shifts. As a general rule, work shall begin at 7 o'clock A.M. All work performed on Sundays and holidays shall be considered overtime, and to be paid for at the rate of fifty cents (50 cents) per hour.

WAGES.

The following shall be the minimum wages paid:

Employés, wash house	\$15 00 per week.
Foreman, if engaged as such	17 00 per week.
Employés, malt house, cellars, and at brew-copper	17 00 per week.
First maltster and first cellarman, if engaged as such	18 00 per week.

Men engaged in wash house, cellar, and malt house combined, shall receive not less than.....	\$16 00 per week.
Beer drivers, and four-horse shipping drivers.....	23 00 per week.
Helpers, and two-horse shipping drivers.....	18 00 per week.
Stablemen.....	17 00 per week.

Wages paid weekly.

No employé shall be discharged because he is a member of any working union, nor will any man be refused employment in case of a vacancy occurring, because he is not a member of any working union.

Beer will be furnished to all employés free of charge.

OFFICE OF THE BREWERS' PROTECTIVE ASSOCIATION,
ROOM 40, FLOOD BUILDING, San Francisco, February 13, 1892.

The following resolution was adopted at the meeting of the Brewers' Protective Association, held this day:

"Resolved, That the above working and pay rules be recommended to the members of this association for their adoption. In the event that any members of this association shall sign and post the above rules in his or their brewery, said rules shall be enforced from such date, and any member of this association who violates them, after having posted the same in the brewery, shall be fined \$500 for each and every offense.

W. A. FREDERICK,
President.
R. MOHR,
Secretary.

BREWERS' EXHIBIT 4.

WORKING AND PAY RULES OF THE UNITED BREWERY WORKMEN'S UNION OF THE PACIFIC COAST.

In force since May 1, 1891.

1. Only union men, *i. e.*, members of the United Brewery Workmen's Union of the Pacific Coast, shall be employed in all brewery and malt house departments.

2. In case of occurring vacancies, all necessary help shall be engaged through the free employment office of the union of San Francisco, or through the union representative of the respective branch.

3. No workman shall be discharged for upholding union principles.

WORKING HOURS.

Nine hours shall constitute a regular day's work, and six days a week's work. The working hours shall be consecutive, with the interception of meals. Under ordinary circumstances work shall not begin earlier than 7 A. M., except where the working force is divided into two shifts, in which case the following table shall be determining, with the understanding, however, that these two shifts change occasionally:

Time.	First Shift.	Second Shift.
6 A. M.— 7 A. M.....	x 1	-----
7 A. M.— 8 A. M.....	x 2	-----
8 A. M.— 9 A. M.....	Breakfast	x 1
9 A. M.—10 A. M.....	x 3	x 2
10 A. M.—11 A. M.....	x 4	x 3
11 A. M.—12 M.....	x 5	x 4
12 M.— 1 P. M.....	Dinner	Dinner
1 P. M.— 2 P. M.....	x 6	x 5
2 P. M.— 3 P. M.....	x 7	x 6
3 P. M.— 4 P. M.....	x 8	x 7
4 P. M.— 5 P. M.....	x 9	x 8
5 P. M.— 6 P. M.....	-----	x 9

But in no brewery or malt house shall work commence earlier than 6 A. M., except the men employed at the brew copper, who shall be permitted to commence earlier than the regular force.

All necessary work performed on Sundays or holidays shall be considered as overtime, and shall be paid at the rate of 50 cents per hour.

The night watchmen shall likewise work nine consecutive hours (with the interception of meals), but it shall be left to a mutual agreement between them and the proprietors or foreman when their night's work shall begin.

Pay for overtime being assured, no man shall refuse to work overtime when ordered to do so by the foreman.

MINIMUM WAGES.

The following shall be the minimum wages:

Employés in wash house, \$15 per week; wash house boss (if engaged as such), not less than \$17 per week.

Employés in malt house, cellars, and at the brew copper, \$17 per week; first maltster and first cellar man (if engaged as such), not less than \$18 per week. In case a man works in both the wash house and cellar or malt house, his wages shall not be less than \$16 per week.

Night watchmen, who must perform maltsters' or brewers' work, shall not receive less than \$17 per week.

Coopers who perform regular coopers' work and furnish their own tools, \$18 per week; otherwise, if tools are furnished by the brewery, \$17 per week; hoop drivers, \$15 per week. (The pay schedule for coopers refers only to the branches outside of San Francisco.)

Overtime shall be paid at the rate of 50 cents per hour in all brewery and malt house departments.

Beer shall be given to employés, as heretofore, free of charge.

Wages shall be paid weekly.

In case dullness of the trade necessitates a reduction of the working force, the men shall be laid off in an impartial way in rotation. No one shall be laid off longer or less than one week at a time. Exempt hereof are the first hands in such establishments where more than six men are employed.

Further, shall all legal holidays, as well as the labor day of the American Federation of Labor, be considered as Sundays.

INSTRUCTIONS OF THE UNION TO ITS MEMBERS.

SECTION 1. All members are enjoined to perform their work conscientiously, and to treat their foreman and employer in a gentlemanly and courteous manner. Transgressors of this rule will be fined, suspended, or expelled from the union, as the gravity of the offense may be determined by the elected trial committee.

SEC. 2. Considering drunkenness the greatest enemy of the brewery workmen, the union will deal severely with such members who should become intoxicated during working hours to such a degree as to render them incapable of performing their work satisfactorily. The trial committee of the branch shall determine what punishment shall be inflicted upon those transgressing this section.

SEC. 3. No member shall be permitted to accept any position in a brewery or malt house, whether permanent or to help out, unless he has been sent through the office of the union. Transgressors of this rule shall irrevocably be expelled from the union. Should there be any members out of work outside of San Francisco, the respective branch Secretaries shall then have the right to furnish the needed local help; *provided, however*, that the foreman or employer has no objections against the men sent and furnished by the branch Secretary.

SEC. 4. All members are enjoined to abide strictly by the working and pay rules appended to these instructions, and to report any irregularities thereof at once to the office of the union or to the executive branch officer. The penalty for willful neglect or non-adherence to this rule will be either suspension or expulsion, as the case may be.

SEC. 5. In case a member quits work or is discharged, he must report within three hours after his discharge at the headquarters or to the executive branch officer, so that he may be registered as a member out of work. A fine of \$1 in each case will be imposed ignoring this section and failing to report.

SEC. 6. No member shall be permitted to molest the foreman or proprietor of a brewery or malt-house by asking for work. Transgressors shall, as soon as the fact has been established, be expelled from the union.

Submitted to the Council of Federated Trades of the Pacific Coast, and indorsed this 3d of April, 1891, at San Francisco, Cal.

[SEAL.]

ALFRED FUHRMAN,
President.
HENRY KRETLOW,
Secretary.

BREWERS' EXHIBIT 5.

NATIONAL UNION 16 TO NATIONAL BREWING CO.

SAN FRANCISCO, February 2, 1891.

To the National Brewing Co.:

GENTLEMEN: I am instructed by National Union No. 16, of the National Union of United Brewery Workmen of the United States, according to a resolution unanimously passed in to-day's special meeting, to demand of you the immediate reëmployment of those members of the union, who were suddenly discharged by you without constitu-

tional cause. They are: Will Flagler, John May, A. Flansen, F. Dillmann, Carl Jeschke, L. Marquardt, B. Abraham, J. Ventuleth, D. Knache, and Louis Shumacher. Should you fail to comply with this by to-morrow morning at 7 o'clock, or produce a reasonable vindication of your action, in accordance with the constitution of the union, by such time, action would have to be taken at once, placing your establishment under the boycott of the National Union of the United States.

[SEAL.]

MAX. BURKART,
Secretary.

BREWERS' EXHIBIT 6.

NATIONAL BREWING COMPANY TO FEDERATED TRADES.

NATIONAL BREWING COMPANY, CORNER FULTON AND WEBSTER STREETS,
SAN FRANCISCO, February 1, 1891.

To the Council of Federated Trades of San Francisco:

GENTLEMEN: At a meeting of the Directors of our association, held this afternoon, it was passed to discharge the objectional men now in our employ of Union 16, and place a crew of men from your union in their position, to go into effect Monday, February 2d, at 7 o'clock A. M.

CHAS. E. HANSEN,
President.
GEO. F. VOLZ,
Secretary.

N. B.—The above shall mean that the National Brewing Company, according to agreement, will henceforth employ none but members of the United Brewery Workmen of the Pacific Coast, as furnished by the employment agency of the federation.

NATIONAL BREWING COMPANY.
Per G. F. VOLZ, Secretary.

BREWERS' EXHIBIT 7.

AGREEMENT AND RESOLUTIONS.

This fifth day of June, A. D. 1889, Rudolph Hagen, of the City and County of San Francisco, State of California, acting under resolution passed by the Board of Directors of the Brewers' Protective Association, January 15, 1889, hereby makes the following agreement with the Executive and Arbitration Committee of the Representative Council of the Federated Trades and Labor Organizations of the Pacific Coast, an organization whose principal place of business is in the city of San Francisco.

Witnesseth: Whereas, the said Representative Council has, the first day of September, A. D. 1888, declared and caused to be advertised a boycott on the United States Brewery; Now, therefore, in consideration of and on condition that said boycott shall be lifted at the session of said Representative Council next occurring after the date of this agreement, and that the lifting of said boycott shall be immediately publicly advertised in the daily newspapers of the city of San Francisco, the said Rudolph Hagen covenants and agrees:

That all rules and regulations passed by the said Brewers' Protective Association, and referring to the future and present employment, treatment, payment, and working of all the employes in the different breweries and malt houses belonging to members of the said association, and of which a certified copy is annexed to these presents, shall remain in force until the end of the month of February, A. D. 1890, from the date first above written.

That the men engaged as per resolution through the third party shall be distributed in such a way that at least one man shall be as soon as possible, in each brewery and malt house, belonging to the members of the Brewers' Protective Association.

That in case he, the said Rudolph Hagen, is furnished within six (6) weeks after date with a list or lists containing the names of men now employed in the breweries and malt houses, he will guarantee to retain in their respective positions at least four fifths of the men whose names are so mentioned on said list or lists; *provided*, the aggregate number of names contained in said list or lists shall not exceed the number of seventy (70); and *provided further*, that the remaining four fifths of said men do not violate any of the provisions and rules relating to the work in breweries and malt houses and contained in annexed copy of resolutions.

That the committee of the Brewers' Protective Association, appointed for the purpose of arranging for the calling of a meeting at the end of six months from date, as per annexed resolutions, shall take no step without first consulting the said Executive and Arbitration Committee.

That no brewery or malt house shall for the future employ or cause to be employed more than one foreman or Superintendent for the whole establishment.

And the said Executive Committee, in consideration of this agreement, covenants and agrees that the terms of this agreement shall not be made public.

In witness whereof, the said Rudolph Hagen has hereunto set his hand and seal, the day, month, and year, first above written.

(Signed:) RUDOLPH HAGEN.

Signed, sealed, and delivered in the presence of

W. J. B. MACKAY,
Chairman Executive Committee.
M. M. McGLYNN,
Secretary Executive Committee.
L. J. GANNON,
CHAS. GRAMBARTH.
J. J. BARRETT.
W. A. BUSHNELL.
ALFRED FUHRMAN.

Approved this seventh day of June, 1891.

V. HOFFMEYER,
President.
M. M. McGLYNN,
Recording Secretary.

Resolved, That to the last day of February, 1890, all men to be employed in the malting and brewing departments of the different breweries and malt houses belonging to the members of the Brewers' Protective Association shall be engaged from a third party, said party to be agreed upon by a committee of one of the Brewers' Protective Association and a committee of one of the Federated Trades, and that at least one hundred and fifty be engaged from said third party during six months from date, and that at least one hundred and fifty of such men be at work at the expiration of six months, and that any of these one hundred and fifty men, so engaged, shall be discharged upon request of the Executive Committee of said Representative Council. The Board of Directors of the Brewers' Protective Association is hereby empowered to set the above resolution in force at any time the Secretary shall give due notice of its enactment to all members of this association. Mr. Rudolph Hagen to be the committee of one of the Brewers' Protective Association.

Wages and Working Hours.—Ten hours shall constitute a week day's work. Sunday work shall not exceed three hours in breweries and five hours in malt houses. Apportionment of time to be agreed upon between the proprietor or foreman and men employed. In the lager-beer department of the breweries, ten consecutive hours, with the exception of meal time, shall constitute a week day's work.

Minimum wages: Employés in wash houses, \$14 per week; employés in malt houses, brew, copper, and fermenting department, \$16 per week. Overtime to be paid at the rate of 30 cents an hour in breweries, and 50 cents an hour in malt houses.

A resolution was adopted October 26, 1888, that a fine of \$50 for each offense be imposed on any member of the Brewers' Protective Association, who should pay to any man in his employ less than the above standard wages and violate any of its rules.

Amended: That for the men working in the day shift, the regular weekly working day in the lager-beer departments and malt houses shall not begin earlier than 6 o'clock A. M.; *provided*, that the force shall go to work earlier when it becomes necessary to fill urgent orders, or when circumstances which could not have been foreseen demand work in one or the other of the two departments.

Resolved, That in future necessary Sunday work in connection with the regular working of the breweries and malt houses is to be performed by the men in rotation in such a way that each man may have every second Sunday free.

WHEREAS, The Brewers' Protective Association is and always has been anxious to promote the welfare of all its employés; therefore, be it now

Resolved, That a Sick Benefit and Insurance Association for all brewery employés shall be established, to which all employés must belong; that the employés shall have the power to regulate all affairs, such as dues, subscriptions, qualifications, and other matters in connection with said association; that a meeting of all brewery employés shall be called at the end of six months from date to which all brewers shall be invited; that at said meeting all votes shall be by secret ballot; that only journeymen brewers and maltsters shall be entitled to vote, and that the decisions at the said meeting shall be final and binding upon all parties; further be it

Resolved, That a committee of two be now appointed by the Chair, to take all necessary steps in the premises; further, be it

Resolved, That the Brewers' Protective Association donates the sum of \$1,000 to the starting of said Benefit and Insurance Association, said sum to be immediately at the disposal of the above mentioned committee.

San Francisco, May 21, 1889. A meeting of the Board of Directors of the Brewers' Protective Association was held January 15, 1889. All members present. The following resolution was unanimously adopted, viz.:

Resolved, That Rudolph Hagen be and is hereby empowered to act as a committee of one, to settle, according to the by-laws of the United States Brewers' Association, and

the Brewers' Protective Association, the difficulties existing between the Federated Trades and the Brewers' Protective Association, with full power to demand all personal assistance necessary from any member of this association.

[The foregoing resolutions are all certified by the seal of the Brewers' Protective Association, and the signature of B. Mohr, Secretary.—V. HOFFMEYER.]

BREWERS' EXHIBIT 8.

ARTICLES OF AGREEMENT

Between the Brewers' Protective Association and the Brewers' and Maltsters' Union of the Pacific Coast (Local, No. 16) of the United Brewers of the United States.

ARTICLE I.

Only union men shall be employed, but when it is impossible to get capable union men the employers shall have the right to hire non-union men, with the understanding that such men shall immediately apply for membership to the union.

ARTICLE II.

All locked-out and striking members of the Beer Brewers' and Maltsters' Union, now out of employment, shall be given employment either in a brewery or malt house immediately.

ARTICLE III.

All non-union men employed now, upon application shall be accepted as members of the union.

ARTICLE IV.

Should any employé, through sickness, be prevented from performing his work, such employé shall, after regaining his health, be reinstated in his former position, providing such sickness does not exceed two months.

ARTICLE V.

It shall be at the option of each employé to board and lodge where and with whom he pleases.

ARTICLE VI.

The following shall be considered cogent reasons for the discharge of employés: (1) Negligence in the performance of his duties; (2) dishonesty; (3) lack of respect towards his employers or foreman; (4) unavoidable circumstances which render a reduction of the employed forces necessary.

ARTICLE VII.

Ten hours shall constitute a week day's work. Sunday work shall not exceed three hours in breweries and five hours in malt houses; apportionment of time to be agreed upon between the proprietor or foreman and the men employed. In the lager beer departments of the breweries ten consecutive hours, with the exception of meal time, shall constitute the week day's work.

ARTICLE VIII.

Minimum wages: Employés in wash houses, fourteen (\$14) dollars a week; employés in malt houses, brew, copper, and fermenting departments, sixteen (\$16) dollars a week; overtime to be paid at the rate of thirty cents an hour in breweries and fifty cents an hour in malt houses.

ARTICLE IX.

All employés shall be allowed free beer in moderation while at work.

ARTICLE X.

Should any employé stop working he shall be entitled to a certificate setting forth his ability and honesty.

ARTICLE XI.

Any amendments or alterations to these rules can only be made by consent of both contracting parties.

[SEAL.]

F. HAGEMANN, JR.,
President Brewers' Protective Association.
ADOLPH HINZ,
Secretary Brewers' Protective Association.

BREWERS' EXHIBIT 9.

OPEN LETTER OF UNITED STATES BREWERS' ASSOCIATION.

No. 2 IRVING PLACE, NEW YORK, March 26, 1888.

To Brewery Employés and the Public Generally:

Owing to a lack of unity on one side and concerted coercive action on the other, the brewers in nearly all the large centers of the trade submitted to the dictates of the Brewery Workingmen's Union as to the employment, discharge, treatment, compensation, and working time of their help. The false position into which the brewers were forced, much against their inclination and better judgment, could not fail to bring its evil fruits, and, after an experience of nearly eighteen months, it has become unbearable. We are therefore determined as a body to throw off the onerous burden, and to again assume that legitimate control of our business affairs to which an equitable division of the respective rights and duties of capital and labor entitles us.

In forming this resolution, we do not deny to labor the right to organize—a right which we claim and exercise ourself as employers; nor do we leave out of sight, or regret, the tendency of the times to secure to the workman, through united effort, amelioration of his lot. In this we are sincere, and we assure our employés, labor unions, and the public generally, that we are not governed in our present action by the desire or intention to abridge or to abrogate any fair concession as to hours of labor and recompense therefor, which we have made to our workmen under former agreements. Furthermore, the influence of the United States Brewers' Association upon local associations and individual members will be exerted in the interest of brewery employés throughout the country, to the end that no real grievance may go unremedied. Existing agreements, not violated by the workmen, will be strictly carried out on the part of the employers; but, on their expiration, no new agreements will be made, excepting only individual agreements between employer and employé.

First and foremost, we base this action on the inalienable right of every man to act as a free agent so long as his actions do not infringe on the rights and privileges of others. The terms of these labor contracts interfere with the free exercise of this prerogative, by denying to the workman the right to sell his labor when, how, and to whom he pleases, and by withholding from the employer the privilege of choosing his help to his liking in the open labor market from those willing to accept his offer of terms and conditions; to hire and discharge his help to suit his own judgment, and to deal with employés according to individual merit. But, apart from this fundamental cause, we have other motives and reasons for our determination to insist, hereafter, upon dealing with our employés without the interference of Brewery Workingmen's Unions. The unwonted power conceded to these unions has in innumerable instances been abused for the perpetration of tyrannical exactions and petty, humiliating annoyances. Stipulations have been broken with impunity; men, discharged as objectionable, have been forced back upon their employers; and boycott and strike have been rashly threatened and declared, when resistance to such and other irresponsible actions was attempted. On a comparatively small number of men, the leaders in the National and Local Brewery Workingmen's Unions, rests the responsibility for the misdirection and willful abuse of the power mistakenly granted to these organizations in the settlement of labor questions. A much graver responsibility, however, do these men assume, when they prostitute their sway over the minds and actions of brewery workmen, by drawing them into affiliation with anarchism, upon which every loyal citizen looks with condemnation and abhorrence.

In view of these facts and considerations we have adopted the following resolutions, to wit:

Resolved, That at the expiration of existing contracts no new agreements shall be made with any Brewery Workingmen's Unions.

Resolved, That we assure our employés and the public that this action is not taken for the purpose of reducing the present scale of wages or lengthening the time of labor, although we are paying to-day, for the hours of work and kind of labor required, higher wages than are paid in any other industry.

Resolved, That we further assure our workmen that, while we recognize their right to secure to themselves all the legitimate benefits to be derived from association and coöperation, we must insist that their efforts in this direction must be limited to that point where they begin to infringe upon the rights of others.

Resolved, That if the carrying out of these resolutions should lead to strikes, we faithfully promise to the workmen remaining with us, and to those who take the places made vacant by such strikes, full protection and continuance of employment as long as they perform their duties satisfactorily; and that in making this promise, we state distinctly that this protection will be extended to all employés, irrespective of nationality.

Resolved, That as law-abiding citizens of this country, we express our abhorrence of anarchism, and protest, in the name of the brewers of this country and of thousands of loyal workmen employed by them, against the injustice of having a stigma attached to our trade, in the public mind, on account of anarchial sympathies manifested by Brewery Workingmen's Unions.

For the purpose of making these resolutions effective, we hereby bind ourselves to mutual support and protection, and reaffirm our adherence to the following pledge:

"Recognizing the great importance of mutual protection against attempts of unjustifiable encroachments upon our rights as employers by organized labor, and further recognizing the fact, that the competition among brewers can be made to furnish the strongest weapon against us, we hereby heartily indorse the resolutions adopted by the Board of Trustees at their meeting in St. Louis, on the 19th day of May, 1886, and in conformity with such resolutions we hereby promise and agree, and bind ourselves by our signatures to a faithful performance of the covenant, that we shall not take advantage of the misfortune of any competing brewer who is a party to this agreement, and whose business is suffering by reason of a strike, boycott, lockout, or similiar consequences of labor troubles; but shall, on notification by the Secretary of the United States Brewers' Association, refuse to furnish beer, ale, or porter to the customers of such brewer, and shall request our respective agents to act in harmony with this agreement."

Fully convinced that the course we have adopted is one in the true interests of both employer and employé, we confidently rely upon our workmen and the public generally to sustain us in it.

By order of the United States Brewers' Association, with the concurrence of its affiliated local associations throughout the United States.

WILLIAM A. MILES,
President.
RICHARD KATZENMAYER,
Secretary.

BREWERS' EXHIBIT 10.

EXTRACT FROM OFFICIAL BULLETIN No. 207.

Delegate Boyle read the following report:

SHOEMAKERS' HALL, 597 MISSION STREET,
FRIDAY EVENING, January 9, 1891.

To the Officers and Members of the Council of Federated Trades:

GENTLEMEN: YOUR Organizing Committee met last Monday evening, January 5, 1891, in the Cigarmakers' headquarters, for the purpose of considering the application for admission to this council, made by an organization, styling itself "Local Union, No. 16, of the National Brewery Workmen's Union of the United States."

The members of the Organizing Committee present were: Chairman Charles Grambarth, J. K. Phillips, E. McGuire, and Secretary C. J. Boyle.

After carefully considering the application, your committee beg leave to submit their conclusions in the premises:

That we recommend that the application be not accepted, and that the council declare such an organization not entitled to any representation in this body, for the following reasons:

First, that the charter was granted to persons not employed in breweries, but who follow the occupations of bakers, tailors, and saloonkeepers; secondly, that according to a letter published in "Brauer Zeitung," it leads the committee to the belief that the charter had been sent through the instigation of several brewery bosses, with a view of disrupting the Brewery Workmen's Union of the Pacific Coast.

To give you a clearer and better idea of the motives for granting the charter and those that prompted the application, we present to your consideration, a true and literal translation of the application that appeared in the columns of the "Brauer Zeitung," the official organ of the National Brewery Workmen's Union of the United States:

Decision of Brewers' National Executive Committee.

Having received an affirmative reply to the effect that all conditions of the National Executive would be complied with, and that Wilde should have no connection with the new organization until his case had been investigated by the National Executive Committee, and also that everything should be done in perfect order, the National Executive granted the charter, No. 16, to the newly organized union in San Francisco, California, on December 3, 1890; the application for the charter reads as follows:

"SAN FRANCISCO, November 11, 1890.

"In a mood, in which I could cry like a child, if I, as a man, had a right to do so, bitter experiences and disappointments now compel me to write to you for assistance.

"It is imperative that Fuhrman is put out of the way, this perfidious scoundrel, who plays with principles as the child with his toy; who practices ursury with the ideals of humanity; who betrays and sells those whom he should guard and protect.

"His perfidious transactions at the late political election are well known to you, as I have perceived from the columns of the 'Brauer Zeitung.' [Comrade Weissman or I will give you more definite information about this in the course of this week.]

"It means now to frustrate another plot. Fuhrman is the paid servant of the local

beer syndicate, so I suppose, and the near future will tell that I was not wrong in my supposition, and the latter will endeavor to ruin the local still independent breweries, in order to clear the field of competition.

"There will be a fight again in the near future, as new demands will be made of brewery bosses, which the independent breweries cannot grant, and the consequence will be that these latter will be crushed out by Fuhrman, with the assistance of organized labor. The fight will be won by Fuhrman, and he will then, in all his glory, with well-filled sacks, depart from the Brewers' Union. Then, will the time have arrived when the syndicate will revenge itself on the Brewers' Union, and will deprive it of all the advantages and concessions gained, and at last it will even be said that Fuhrman is the only man capable of leading the Brewers' Union.

"To frustrate this is our plan, and I ask you now whether you will aid and help us in this or not.

"We request you to send us immediately the charter of Local Union No. 16, because under this charter we will organize here a new union. Let all old differences be set aside, and telegraph to me immediately upon receipt of this letter whether you will send the charter or not. I pledge you my word of honor that we have the most honorable intentions. The charter will be given, upon receipt, to a committee composed of members of the socialistic Labor Party, the socialistic Singing Society, the German Nationalist Club, and a few members of the here existing Brewers' Union, and we have further agreed that the constitution of the union to be organized shall be in accordance with the constitution of the National Union. The existing differences shall be submitted to a general vote, and we will abide by the will of the majority.

"I hope that will satisfy you; it is an extraordinary case, and I believe that, under these circumstances, it should be granted, because we cannot organize ourselves before we have the charter, and haste, great haste, is needed.

"The Federation of Trades has been split through the late occurrences, and we must profit by this weakness.

"In the brewers', as well as in other unions, exists the greatest dissatisfaction against Fuhrman, and all circumstances are favorable for us. It means only quick action.

"Again, I beg of you, act at once, and grant our prayers.

"Upon receipt of your dispatch, if favorable, a committee will immediately wait upon the independent breweries, and request them to put our men to work, when organized, and we are convinced they will grant our request with immense pleasure, because the hatred against Fuhrman is enormous.

"I have accused Fuhrman of treason in the Brewers' Union. The case was tried last Sunday, and if you will open to me the columns of the 'Brauer Zeitung' I will send all the proceedings.

"Again, send an immediate answer, because haste is needed.

"Respectfully signed, for Henry Weissmann (Nationalist), Martin Krasser (Nationalist), George Chlementz (Brewer), John Hagler (Brewer), — Kahlke (Socialist), Albert Wilde (Socialist)."

In reference to the persons whose names are attached to the aforementioned letter, your committee desires to state that Weissmann is a baker boss, Krasser and Kahlke are tailor bosses, Hagler and Wilde saloonkeepers, and Chlementz is an expelled member of the Brewery Workmen's Union.

In conclusion, your committee beg leave to recommend that in our opinion a set of men that would glory in a split in the federation, and thereby seek admittance to it, are not desirable as members to this body. There is no need for us to dwell upon the falsity of such statement pertaining to the federation.

Your committee further recommends that prompt action should be taken to squelch the motives and actions of these parties who are being used by those who have no friendship or love for organized labor, and especially the Brewery Workmen's Union of the Pacific Coast.

Your committee furthermore recommends that the Brewery Workmen's Union of the Pacific Coast be requested to take such action, as it may deem wise and proper, against those who are members of this so-called Union, who are working in the breweries under their jurisdiction.

Respectfully submitted.

C. J. BOYLE,
Secretary Organizing Committee.

Approved by Charles Granbarth, Chairman, and committeemen Ed. McGuire, Frank Schmitz, J. K. Phillips.

Adopted unanimously by a rising vote.

BREWERS' EXHIBIT 11.

TO THE PUBLIC IN GENERAL AND THE WORKING PEOPLE IN PARTICULAR.

Shall Fuhrman be allowed to Prostitute the Cause of Labor, to Serve his Individual Interest, at the Cost of Justice and Truth.

The daily press of San Francisco has been, for some time past, full of reports of a so-called Brewery Workmen's war, i.e., a division between the union of Brewery Workmen

into two factions, each of which claims to be the *bona fide* union. One is the Pacific Coast Brewery Workmen's Union, while the other is known as Local Union No. 16, of the National Union of Brewery Workmen of the United States.

Up to November, 1890, the Pacific Coast Union, under the leadership of A. Fuhrman, the General Secretary, was the only union of Brewery Workmen recognized by the organized workingmen of San Francisco. The union at that time controlled all important breweries of the city, and vacancies in breweries could be filled only through the mediumship of A. Fuhrman, the Secretary, who held the office of an employment agent of the union at the same time. Said A. Fuhrman is thus in a position by which he can exercise a great influence within the union, having at his command the power of supplying the men with work, and using his own discretion in assigning good jobs to some and poor ones to others. This power, when exercised for personal benefit, may become a very potent factor in all matters of importance, to be settled by a vote of the union.

The most important factor of the Pacific Coast Brewery Workmen's Union is the Union Executive Committee, of which A. Fuhrman is Secretary. This committee has initiative, legislative, administrative, and judicial powers as well, and is, in fact, the alpha and omega of the union's authority. The committee has been composed for years of men who were in every instance under Fuhrman's control. They were given the best jobs in the breweries, and in return supported the Secretary in almost any measure, the enactment of which was necessary in behalf of his personal interest.

Soon enough Mr. Fuhrman succeeded in establishing an autocracy within the Brewers' Union, that was productive of acts of great injustice toward such members who would not quietly submit to so despotic a rule as was instituted by Fuhrman and his Executive Committee. Several attempts were made by individual members, who were manly enough to feel the disgrace of a contented submission to Fuhrman's whip, to arrest Fuhrman's rash and irresponsible actions within the union and to point out the abyss toward which he led the union, but without avail. The consequence of their boldness was detrimental to themselves in the highest degree, being, in almost every instance, expelled from the union in due time on charges of having resulted or maligned the great General Secretary, Fuhrman personally, having failed in paying due respect to that gentleman, etc. For a substantiation of these allegations, we call attention to the expulsion of A. Wilde, L. Walter, George Chlementz, and D. Hengst, and the circumstances connected therewith. Never before was justice and truth so unscrupulously prostituted to the interests of one man as was the case within the administration of the P. C. Brewers' Union during the last six months. When Fuhrman found that, in fact, he was omnipotent and could dare anything, he became careless and regardless of all reason, and began to manipulate the union in favor of his personal aggrandizement in a measure that forced the attention of all intelligent members to his peculiar transactions. It soon became apparent that the brewery syndicate had secured Fuhrman's influence in behalf of their interest, and the fact of a combination between these two parties became manifestly clear.

Every demand of Fuhrman's on the syndicate, in reference to the employment of his favorites and the discharge of his opponents, was met with prompt compliance, and during the organization of the Beer Drivers' Union the ready concession of the syndicate to Fuhrman's ultimatum was strikingly significant of a preconceived plan between the corporation and the would-be labor leader. Fuhrman can be seen in the business office of said syndicate very frequently, and the assumption is fully justifiable that an agreement exists between him and said corporation, without the knowledge of the Brewers' Union, by which Fuhrman shall protect and support the syndicate at the expense of the independent breweries, that refused to sell their concerns to said corporation. It is evident that, through the agency of Fuhrman's position and influence in the Brewers' Union and the Federated Trades, the syndicate expects to get the support of organized labor in its competitive struggle against American capital. The formation of the Beer Drivers' Union, so readily supported by the syndicate, was expected to precipitate matters and to provoke the independent breweries to fight the union and submit to a boycott, in which the syndicate would, with the aid of organized labor, have crushed the American competitors. Fuhrman, in making demands on the boss brewers, had never before been so boisterous and provoking as in his communications with the independent anti-syndicate breweries. In spite of that the brewers saw the trap and abided by his demands, thus once more escaping the knife of the dangerous combination (Fuhrman and the syndicate). Now, the question arises, in what way such a combination may be justified, and whether or not the interests of the Brewery Workmen's Union and the syndicate can be concurred.

The report of the National Secretary of United Brewery Workmen of the United States states that in those Eastern cities where the brewery industry is controlled by English capital through corporations, as the Syndicate of San Francisco, the Brewery Workmen's Unions, who formerly were powerful and solid, were either entirely dissolved, or in such a poor condition, caused by the adverse stand of the syndicate toward them, that capital had everything its own way.

This circumstance is sufficient evidence to show that a combination between labor and capital, through the medium of corporations like the aforesaid ones and an unscrupulous leader, can produce but detrimental results to the prosperity of the unions thus misled. As soon as the syndicate, with the aid of organized labor, has succeeded in this case in monopolizing the beer industry in this city, the union will naturally be entirely at their mercy, and will go to the wall exactly as those of the Eastern cities, under synonymous

circumstances, did. We must assume that Fuhrman is well aware of that fact, as it requires but ordinary common sense to conceive of so transparent a problem. Therefore, it is safe to assert that Fuhrman, in combining with the syndicate, is actuated simply by motives of personal interest—that he sacrifices the union to his ambition. The fact the man (on a salary of but \$15 per week, which has only been increased to \$20 during the last six months) has, within two years, since the last Brewery Workmen's strike, at which time he was penniless, accumulated property valued at from \$10,000 to \$12,000, is sufficient to strongly suspect the honesty of Fuhrman's motives in allying himself with the syndicate, and the seal of corruption has undoubtedly been impressed upon his acts.

All these movements, connected with that entire disregard of justice to his subordinate comrades as above stated, could be possible only in an independent union, in which Fuhrman was the sole dictator. As long as this union was a branch of the National Union, and answerable for all actions in contradiction to the constitution of the National Union, such things could not occur. Every member could at any time appeal to the National Executive Board for a just decision in a controversy, where an injustice may have been done by a local union. Under such conditions Fuhrman's power could never have produced such deplorable results, as was the case in the trial and expulsion of the above mentioned best members of the union, who were guilty of nothing but their desire of expressing their opinion freely against Fuhrman's Pasha notions. However, these notions at last created a spirit of revolt within the union, and about thirteen members, all of whom were faithful union men, concluded to shake off Fuhrman's fetters at any cost. They were convinced of Fuhrman's corruption, of his irreparable despotic practices, and of the necessity of a close connection with the National Union. They at last realized the real cause of Fuhrman's denunciations of the National Union, after his return from the convention in Cincinnati in 1889. They saw that his refusal to pay a so-called illegal assessment, as levied by the national body, was but a poor pretext to separate his union (at that time local Union No. 16 of the National Union) from the National Union; that his real object was to rid himself of the superior authority of the National Union, and so become sole Pasha and Czar of an independent union of the Pacific Coast. Knowing the impossibility of opposing Fuhrman's power within the Pacific Coast Union, they reorganized the old Union No. 16, under a charter granted for that purpose by the National Union.

In regard to the way in which this charter was granted, much has been said on Fuhrman's side, and the basest falsehoods were asserted by him through the press and before the Council of Federated Trades. He claimed that the charter was granted on the application of bakers, tailors, socialists, anarchists, and other persons not entitled to the same. The fact of the case, though, is simply this: Thirteen members of Fuhrman's union were determined to organize a new union, from which Fuhrman should be excluded. They applied to the National Executive Committee for a charter, through the mediumship of a few men who were known to the National Secretary, and upon whose recommendation a charter could be procured. The signatures of the thirteen charter members were in possession of those whose names were used in the application simply as vouchers. Their publication was to be withheld until the charter reached San Francisco, as the fact was clear that in case of a premature publication of these names in the weekly journal of the National Union, which is being read by Fuhrman regularly, he would at once have caused their expulsion, and thus prevent them from organizing any other union of their craft. In spite of the truth being known to Fuhrman he succeeded in bulldozing and duping the Council of Federated Trades, which body upon application of the new union (which, in the meantime, had increased its membership to twice the original number), rejected the union's delegate and declared it was not *bona fide*. In thus refusing to recognize the union, the federation has forever stigmatized its record. It has prostituted truth and justice to the benefit of one man, who could now boast of having the council in his pocket. The Organizing Committee, who were to investigate the applicant's charter and documents, never deigned to trouble themselves, but nevertheless submitted a report to the federation that was full of falsehoods, and in every respect inspired by Fuhrman.

The wronged union made several attempts to obtain another hearing, but without avail. There was a conspiracy, headed by a few tools of Fuhrman, determined to control the action of the council in this matter, and they did it; whatever part the brewery syndicate took in this disgraceful comedy, remains for the future to disclose. But to give an instance as to what means Fuhrman employed in duping the federation, and as to how indifferent the council was in this matter, that concerned the welfare of a large number of good union men, and in fact the welfare of the entire brewers' movement, we will draw the attention to an embezzlement committed by Fuhrman that would have caused his sojourn in San Quentin in any other organization. At the time when Union 16 of the National Union was organized, a report appeared in the press to the effect that the Pacific Coast Federation was suspended from the American Federation of Labor, on account of permitting a representation to the Pacific Coast Brewery Workmen's Union, i. e., Fuhrman's union. The suspension was based upon the fact that Fuhrman's union was a suspended branch of the National Brewers' Union. The council expected a communication from Sam Gompers, giving official notice of the action taken in this respect, but failed to receive it until last Friday, when Mr. Fuhrman came forward in the council and presented a dispatch and letter from Gompers, which were in his possession since December of last year, and which he claimed to have

considered private communications. Fuhrman knew that the carpenters were informed through their National Secretary of Gompers' having sent these notices of the council's suspension, and that the delegate of that union was instructed to force Fuhrman to give an account as to how he disposed of them. Fuhrman promptly came forth as soon as the meeting was open, and, miraculous as it may seem, the council accepted his bold excuse, and instead of fetching the fellow up in San Quentin for embezzling so important a correspondence, quietly submitted to this act of unparalleled infamy. Should the letter have reached the council before the semi-annual election of officers, and the application of Union No. 16, instead of being held back by Fuhrman (whose seat in the federation was disputed therein), things would have taken a different course, and justice would have been done.

Fuhrman's accusation that the National Union was controlled by anarchists is too fallible and childish as to necessitate any lengthy reply, but for the sake of truths, let it be said that the accuser himself was, in 1885 and 1886, one of the most loud-mouthed dynamiters, and was expelled from the secret Executive Committee of the Anti-Coolie League through the agency of Mr. Weismann, because he insisted upon blowing up the woolen mills at North Beach. He was for five years an anarchist, socialist, etc., until he became a corruptionist. It is deplorable that such a man, without principle and manhood, should have caused the Council of Federated Trades to crush such a number of good, honest men, for the sake of keeping himself in power. In consequence of the council's boycott against the National Brewery, these men, who are nearly all heads of families, were thrown on the streets, and cannot procure employment in any brewery in the State as long as the council's encyclica rests upon them. Ten men with their families sacrificed to an unprincipled fellow, whose entire strength and influence originates with the corporations whose agent he is, and who secure in his behalf the support of a subsidized press. John May, one of the best men in the ranks of organized labor, has gone to his grave, a victim to the designs of a knave. His spirit rises from the grave, and points, with blood-stained fingers, to the Council of Federated Trades, and his assassin Fuhrman, as the instigators of his death. His despondent widow and two innocent orphans cry out for assistance, and plead the cause of their beloved dead to the workmen of San Francisco! Let their moans of misery mingle with our cries for justice! Fuhrman or justice! It is for you to decide.

LOCAL UNION No. 16,

National Union of Brewery Workmen of the United States.

COAST SEAMEN.

If the Coast Seamen's Union had never done, or never shall do, more for Jack than to liberate him from the tyranny of the sailor's boarding house, it must be counted a beneficent organization—a genuine success. The abolition of that alone is worth more to him than all the contentions on all accounts have cost. It has made him a little freer, given him some chance for a home of his own, improved his habits. For this the union shipping office ought to be maintained until some better plan shall take its place. This is not much opposed by ship owners. They can see the humane side of the situation, as well as the fact that better conditions make better sailors.

The question of wages is ever a cause of contention. At times the union has been able to advance a few points, and again the ship owners beat down a little, but neither side has been able to hold advantage long against the law of supply and demand.

The Ship Owners' Association was organized to resist the Coast Seamen's Union, but retired after two years' existence. The chief complaint of owners against the union was its unwarrantable exactions and interference with business. Old abuses always die hard. They have a way of making every one within reach of their influence think he has a vested interest in their existence, and the old sailor boarding house of unpleasant memory was no exception; it was rather a conspicuous example. So when Jack began to flounder loose from his slavery, it was not surprising that people standing around should get hurt, especially if

suspected by him of having sympathy with the enemy. This was the misfortune of ship owners, and not seldom their fault. And then Jack was not much used to freedom, so when he came in possession of a little, it should be no marvel if he did not use it well. It would have been a great wonder, indeed, if, in breaking loose from the boarding house, he did not try to run the ship. Low wages, long hours, lack of employment, boarding-house slavery, and every other ill he knew, seemed allied for his undoing, and he was not much in mood to make nice distinctions. Thus, the "exactions" of the union may be explained.

The line, however, must be drawn at lawless acts of violence, and while there is no direct evidence that certain alleged crimes were committed by members of the union, it is unfortunate that their actions brought the imputation of crime against their organization.

The conflict has somewhat cleared the vision of both ship owner and sailor, and while each still regards the other his enemy, he does not appear quite as bad as he did. But the question of wages is no nearer settlement, and the present seems a good time for both parties to fall foul of the fact that the mere scaling down of wages a few dollars "till business revives again," cannot put all the idle ships in commission nor find places for a thousand surplus sailors. Suppose, again, business should not "revive" according to schedule, what then? The same old story—too many ships, too many men, not enough business.

WEDNESDAY, July 6, 1892.

TESTIMONY OF E. M. HERRICK.

Sworn. Examined by MR. WILLIAMS.

I am the President of the Pacific Pine Lumber Co., which is a company engaged in the commission business, handling lumber. The ship owners of the Pacific Coast had an organization, but do not have now, and have not for four or five years. Since that time I think there have been two meetings of the ship owners, growing out of matters between them and the Coast Seamen's Union. The first meeting was to consider a proposition presented by the Coast Seamen's Union relative to some points that they suggested would be of advantage to both the sailors and ship owners. The second was a meeting to consider a proposition on behalf of the ship owners made to the Coast Seamen's Union, relative to a reduction of wages, owing to the depressed condition of things existing in the freighting market. I think the principal point that appealed to the lumber ship owners was the proposition of the Coast Seamen's Union to permit sailors to discharge vessels of larger capacity than they had been discharging previously, and in consideration of the ship owners confining their shipping entirely to the office of the Coast Seamen's Union shipping office, they would arrange to have sailors discharge, whenever required by the ship owners, to the extent of a million feet, or, in fact, without any limit as to the size of the vessel. It came to naught, if I recollect right, beyond the fact that the Coast Seamen's Union did inaugurate their shipping office at that time, without any very aggravated opposition on the part of the ship owners, and I think that most of the vessel owners depended upon the shipping office to get their men; and

I think the majority of them do their shipping there now. The other proposition the Coast Seamen's Union rejected.

My testimony is based, principally, on my personal experience as a representative of ships and vessels in this port, which covers a period of nearly twenty years. The most serious difficulties between ship owners and sailors existed about six or seven years ago, during the existence of the Ship Owners' Association. In fact, the Ship Owners' Association was formed by reason of difficulties existing during that time. The contest was waged pretty vigorously for about two years. Those difficulties were incident to the exactions made at that time by the Coast Seamen's Union, and interference in ship owners, as regards their right to control their own property—to sail it, to manage it—and, of course, the question of wages was a material one, and the claim on the part of the ship owners to ship non-union crews at the wages they believed they could get the men at. That was, of course, opposed by the Coast Seamen's Union, and a great many acts of violence were the result of it. The acts of violence were, in every instance, caused by attempts to ship non-union crews. The existence of the Ship Owners' Association was caused entirely by these difficulties. The association remained in existence about two years, and it was retired by the indisposition on the part of several individual ship owners to wage the contest any longer. There is considerable discussion as to its reorganization now, owing to the troubles now existing.

Some of the rules of the Coast Seamen's Union which the ship owners objected to were the idea of some member of the union being designated as a representative on shipboard, and having meetings among the crews, and taking cognizance of the various acts of officers, and lodging complaints, and matters of that kind. Again, where a vessel is taking a cargo prior to going to sea, the crew invariably quits work at 5 o'clock, whether a drayload of goods is only half finished or not, and the owners are obliged to employ a watchman or let the officers put the merchandise aboard. In mill ports I think the quitting time is the same as the quitting time of the mill employés. The schedule of prices of the Coast Seamen's Union is \$30 for coasting and \$40 for foreign ports. When vessels are in port, when sailors are discharging, they quit in the forenoon and in the middle of the afternoon in order to have coffee, and they do the same at mill ports. I think the rates of the union are higher than in other countries. On the lakes I think they pay about the same wages, and there they are high, owing to the ice-bound conditions for several months in the year. On an average lake navigation would be interfered with four months in the year, possibly five, and that is the reason they pay high wages there. This exaction of wages upon this coast has a deterrent effect upon American tonnage. At present the shipping trade is very depressed on the Pacific Coast. A large number of vessels are laid up in Oakland Creek and over at Sausalito, and there are a number of them laid up at home ports on Puget Sound, owing to the general depression in the lumber and coal business particularly. A reduction of wages would relieve this condition of things to the extent that it would enable vessels to reduce their expenses.

There is a very large surplus of sailors at this time, both of union and non-union men. The union undertakes to regulate the hours of sailors in port, they being from 7 A. M. until 12 M., and from 1 until 5 P. M. So far as expressed in the ship owners' meetings, it was understood that the

request for a reduction of seamen's wages would be but temporary in its effect, until the present period of depression in shipping had passed; but I don't remember whether that was made a portion of the proposition or not; I was not on the committee. The objection amongst ship owners to the union is not to the organization, but to their arbitrary exactions. In my own experience within the past few months, in one instance where I had been shipping upon a certain style of articles that were made up more with regard to personal office convenience than anything else, and I devised shipping articles of my own, and those articles were objected to simply because there was some variation that I did not consider material from the ordinary articles. And about half an hour before the vessel was ready to proceed to sea, with a tug alongside, I was notified by the shipping officer of the union that the men could not go on those articles. I asked him if the men objected themselves, and he said they did not, but they were entirely controlled by the officers of the union. I insisted upon the men going upon the articles, and finally they permitted the vessel to sail, but stated that thereafter crews must be shipped on the ordinary articles.

There was another instance some three or four weeks ago. I have been in the habit, when chartering a vessel for a down-coast cargo, of shipping a crew at this port to the mill, and load; thence to the south coast port, there discharge, and return to the mill again and load, and then to San Francisco for final discharge, making practically two voyages in one. In this instance I chartered the vessel to an outside party, to proceed to San Pedro. The shipping officer at first absolutely refused to permit the crew to be shipped on those lines, claiming that the crew must be discharged at San Pedro, and there paid off, and a new crew taken at San Pedro. But I objected to that, because it was excessively inconvenient for me, having no agent there to forward money to. When the shipmaster told me that was the ultimatum. I asked him to call the attention of Mr. Mackay to what I claimed was the injustice of the act, and half an hour afterwards he came back and assented to the proposition, and even granted more than I asked.

Those are the only two instances that I know of where they have modified the strictness of their rules upon the statement of a ship owner. At the time that they made these concessions there was a large surplus of sailors, and a good many non-union crews were being shipped. Had it not been for that fact I think they would have been more exacting. The ship owners as a body do not deal arbitrarily with the sailors, as does the Coast Seamen's Union with the ship owners, for the reason that the average representatives of outside tonnage in this port have no discretion beyond the chartering of the vessel; and when it comes to lay up a vessel for the sake of principle it is difficult for them to get the assent of their fifteen or sixteen fractional owners.

The rates of wages prevailing on the Atlantic Coast, I think, are \$20 to \$25; and the rates prevailing in foreign countries are \$15 to \$20. The system of rotation in service is unsatisfactory to the ship owner, and I think equally unsatisfactory to the individual sailor. We have had in our employ men who sailed continuously for twelve to fifteen years, and they are debarred from that continuous employment now very much against their expressed inclinations. Rotation in service is upon the following basis: There being a surplus of men, and one of the objects of the Coast Seamen's Union being to divide the labor, it is

impossible to give the entire membership continuous employment, and those who have enjoyed from one to three voyages are compelled to remain ashore and let those who have been ashore one or two voyages take their chances. That takes from the master the selection of his men, and that is naturally unsatisfactory to him, because the whole risk of his craft depends largely upon the character of his crew, and men who have given satisfactory service are thus debarred from sailing with him. Since the formation of the union there has been much cause of complaint on account of taking crews off of vessels by union men representing the union, sometimes breaking into the quarters, cutting the lines, cutting sails, and destroying property. I think if any of their men are hurt while committing these attacks that the union takes care of them. In every instance these attacks have been made where there was an attempt to ship a non-union crew. The union objects to any non-union man being shipped, no matter at what wages. A union man must ship through the action of the union and through their office.

I think that the present surplus of men in this port arises from the fact that the high rate of wages ruling on this coast has induced a great many men from the Atlantic Coast to come here. The only remedy that I can suggest by which the conflicts between sailors and ship owners could be avoided in the future, would be that there be less of the arbitrary exactions, less of the exercise of the power of might, and a little disposition on the part of the Coast Seamen's Union to consider the situation of the ship owner, and recognize that there are times now and then when concessions should be made on both sides. I think at the present time it is absolutely incumbent upon the Coast Seamen's Union that they should reduce wages, and that would have the effect of keeping surplus sailors away from this coast, and would keep down expenses, so that many vessels that are now laid up might go into commission. There are times when vessels can go safely with one or two men short, but that is objected to.

I know nothing about the boarding-house system, except that until recently the sailor has been in the habit of boarding in what are called sailor boarding houses, and ship owners have been obliged to get their men from these boarding houses as a rule. Sometimes masters would pick up men here and men there; others would confine their shipping entirely to boarding masters. I recollect that for years our employ confined its shipping to a person who kept a boarding house, and I never heard any objections urged on the part of his boarders to his management. I know he always gave us satisfactory sailors, and when they came ashore they went there, and when they were ready to go to sea they went. I believe there are worse boarding-house masters than McPherson. That custom has no connection whatever with unionism. I have never heard any objection on the part of ship owners that the shipping of men should be taken out of the control of the boarding-house masters, but they do object to shipping men from the union office; they would prefer to ship their crews on board of their vessels. The objection lies in the union dictating the men who shall go, instead of letting the masters make their own selections.

There has been no material change in the rate of wages for the last two or three years. I am not certain whether the rate was established at \$40 at the outset by the union, or whether it commenced at \$35 and then was advanced to \$40. Prior to that there was never any difficulty

in obtaining competent men at about \$25 in the winter time. Then in the spring, as men were growing scarce, they would advance, and sometimes have been as high as \$45 in midsummer, wages then depending entirely upon the law of supply and demand.

Cross-examined by MR. MCGLYNN.

I have been connected with the shipping interests on this coast since 1873. At that time there were no organizations among the sailors that I know of, except that there were strikes for higher wages frequently. In 1873, I think, the wages ran from \$25 to \$30 in the winter and \$40 and sometimes \$45 in the summer. In 1885 they were about \$30 or \$35. In 1886 the Ship Owners' Association established a schedule of wages, and there was a strike for higher wages at that time. I do not think that the schedule adopted was a reduction of the wages prevailing previously. I have no recollection as to whether wages underwent a material reduction from August, 1886, to August, 1887. In 1887 business was active, but there was no voluntary advance of sailors' wages on the part of the ship owners, and I do not know of any instance of that kind; all advances in their wages have been gained through a combined demand on their part. In my own experience, wages, including officers' wages, have amounted to about 50 per cent of the entire expenses.

There is unquestionably a surplus of tonnage on this coast. I think if an owner had the assurance of a margin of \$100 on a vessel carrying eight or ten men he would prefer to keep his vessel in commission rather than lay her up; not that it would be a money-making proposition, but as a matter of keeping the ship going and keeping the officers employed. The schedule of wages fixed by the Ship Owners' Association lasted about two years. When a boarding-house master had a claim against a sailor he would generally be on hand when the sailor was paid off to get that money, but unless he had a written order from the sailor the money was never paid over to the boarding master. I have known of instances where the men have point blank refused to work after 5 o'clock, and I do not know that they offered to continue work if they were paid overtime. Up to the time the union took control we had men who sailed in our vessels for years, but the union took them out under the rotation rule, in spite of their own desires. I do not think the boarding-house system was one that could be recommended for the good of a sailor, as a general thing, but I never heard any sailor object in any way to boarding with McPherson, or state that he was interfered with in any way. He has been out of business five or six years. I think that boarding houses vary in moral character as much as hotels do. I think there is a distinction between the coasting boarding house and the deep-water boarding house. I think in the deep-water boarding houses the men were unquestionably largely under the control of the boarding masters, but not to such an extent in the coasting. I know a number that sailed with us that boarded at their own rooms, and were independent of the boarding masters, and were saving and steady, and had money in the bank. We never employed them directly ourselves. I don't know of a single instance where boarding masters have paid Captains a stipend for the privilege of supplying the men, although I have heard such talk on the street, and I heard the same talk made of our own Captain, when I absolutely knew to the contrary. We have been shipping our men through the office of the union since its establishment. My Captains

have stated that after calling for a certain number of men they were obliged to take the number of men that were parceled out to them; but there have been some instances where they have made strenuous objections, and their objections have been assented to, and other men put in their places. I have never seen the shipping rules. [The shipping rules are offered in evidence and marked Exhibit 1.]

The Captains and owners have both complained time and again of the exactions of the union. I believe that the debased condition of the sailor in every port and every country in the world has been brought about by himself, and I will grant unhesitatingly that so far as my observation goes of the Coast Seamen's Union, that they have benefited personally and in every respect the sailor in this port and on this coast; and our objection does not lie to the organization so long as it keeps within the limits of its written law for the purpose of accomplishing those results, but we do object to the acts of violence that they have committed in endeavoring to control matters that should not properly be within their control. The rank and file of the Coast Seamen's Union membership is satisfactory to the ship owners of this coast, and I think any ship owner would prefer to have those men and have them shipped without any trouble, and have no trouble at ports of destination, if they could get them at \$30, even if they could get a scab crew at \$25; but there is a very marked difference between the wages non-union men are willing to take and those exacted by the union. When wages were \$30, business was pretty good, and it was not a decrease in business that caused its further reduction to \$25, but rather a surplus of men, which the ship owners took advantage of, the same as they would of any other commodity. On this coast the employment of a sailor is almost constant. On the large coasting vessels they are in port discharging, some six days, some ten days, according to the size; the crew is generally discharged the day they arrive, one or two being kept aboard the vessel, and the crew is shipped the day before or the day of departure, according to whether there is any up freight to carry. On vessels carrying eight men, we would sometimes keep two aboard in port, and the rest would be discharged, and taking fifty days as an average voyage, and adding the time in port, would make sixty days; perhaps there would be a loss of six days when these men would not be under pay, say 10 per cent. They would be under wages the rest of the time. I think we gave employment about the same as all mill vessels. Probably the idle time for the average coaster would be thirty to thirty-five days in the year.

In fixing the wages of sailors, you must bear in mind that the sailor has his board furnished him. He has no room rent to pay, except for the few days he is in port, and while on shipboard he has no temptation to spend money; so if he exercises the thrift that must be exercised by any man in any character of employment to save money, it seems to me he has a better chance to save than men who are working for \$20 or \$30 a month as coachmen or gardeners, or similar positions. I think a sailor has as much opportunity to marry and make a home as a man in the other lines that I have mentioned. Previous to the establishment of the shipping office, or when the sailors were shipped under the boarding-house system, Jack generally got rid of his money about twenty-four hours after he got into port, and was ready to go to sea again. I know as a rule a sailor in all countries and all ports is rather a profligate character, and in all places I have no doubt he has been gen-

erally under the boarding master's rule; whether it is forced or elective I cannot say.

I consider it a very arbitrary exaction, and an exasperating one, at times, that compels the men to quit at 5 o'clock. I don't know that ship owners would object to paying extra time for that extra labor, but there is a recognized identity of interest between employer and employé, where a few minutes extra time would hardly justify the exaction of extra pay. Our rule is to pay for the day shipped and the day on which discharged, whether they are discharged before noon or after noon; and in cases where we have had vessels go to Vallejo, outside of the jurisdiction of the Stevedores' Union, we have frequently paid the men extra wages for discharging cargoes, when the articles provided they should remain on board and discharge the cargoes. I do not know whether that is the general rule amongst ship owners or not.

The aggressive acts of the union consist in their interference with the management and control of vessels, their interference with hours, and the determination sometimes of crews to go ashore before lines were made fast, if they happened to get in port after 5 o'clock, and cases of that kind.

Reëxamined by MR. WILLIAMS.

The shipping industry on this coast is not very profitable, and I doubt if it is in any section now. I don't think the question of \$5 or \$10 difference in wages per month, in a fair, active condition of trade, would be objected to by the average ship owner. If the shipping office of the union did in point of fact assist the morals of the sailor, I think the ship owner would be disposed to assist them; that is, with reference to their fitness for duty. I think that the system of rotation adopted by them has a tendency to injure the sailor, so far as fitness is concerned, because if he was upon a ship where the general surroundings would induce him to remain if he were at liberty to do so, he would endeavor to please; but of course the system of rotation deprives him of that ambition.

Re-cross-examined by MR. MCGLYNN.

I know of no case where the system of rotation has been enforced, but I infer that it exists.

TESTIMONY OF EDWARD E. KENTFIELD.

Sworn. Examined by MR. WILLIAMS.

I am a member of a ship-owning firm, engaged principally in the foreign trade. We have had trouble with the sailors on the waterfront, from their coming and forcibly taking men out of our vessels and driving them ashore. It has been done several times. This happened as late as last May. These troubles have happened ever since the organization of the Coast Seamen's Union. We have refused to take union men, absolutely; and have refused to ship men from the office of the union, but when they come we do not ask the question whether they are union or non-union men. We claim the right to hire and discharge whom we please. It is the general supposition, and my firm belief, that the Coast Seamen's Union has been at the bottom of all these occurrences. In these attacks we have had damage done to our vessels, by

having lines cut and ruined, and rigging cut. There was nobody other than the Coast Seamen's Union, or their members, who would be likely to perpetrate these outrages, as they are opposed to us for not conforming to their rules. These attacks have a tendency to destroy and impede our business and discourage trade.

Cross-examined by MR. MCGLYNN.

I have been in the shipping business about seventeen or eighteen years on this coast. In 1885 I believe the wages paid to the islands were \$20 and \$25, and on the coast \$30 and \$35. I was a member of the Ship Owners' Association during 1886. I do not remember what their schedule of wages was. I think they made one reduction of \$5, and that was after the Seamen's Union had forced them to a very high rate. What prompted the organization of the Ship Owners' Association was a demand from the Coast Seamen's Union that all ship owners sign a schedule of wages, placing them at \$35 on the coast, \$40 to outside ports, and \$30 to the islands and other foreign ports on the Pacific. The refusal of the ship owners to sign that schedule led to a strike. The ship owners were paying about \$5 below that schedule at that time, and some months afterwards reduced it \$5 additional, those rates having been gradually advanced by the Seamen's Union until they got to be \$35 and \$40. I remember of no instance where the ship owners voluntarily raised wages, because they were forced up high enough all the time by the Seamen's Union. Up to the last two or three years we shipped our men from the boarding house. We do not pay union wages at present, though we have done so at times. We pay generally what men ask, and for some time the men have been glad to go for less than union wages. When men were plentiful we would get crews for less than union wages, but when men were scarce nearly everybody paid the same rate. We do not hire our men from any specified place; the Captains generally do the hiring. There is no rule against boarding masters boarding vessels on their arrival in port. I don't know whether they do so or not. I do not object to the union as a union, but a great many of their rules are obnoxious. They give the men the idea that they can do as they please, that they can be unreasonable and arbitrary in performing their duties aboard ships, so that officers and masters have no control over them. Other owners have also complained of the lack of control. I think the ship owners are almost universally opposed to the workings of the union, and are at present opposed to the wages paid. We have never had occasion to inquire into the shore conditions of the men. I do not think that the boarding masters do as much shipping now as they did two years ago. I know Johnny Kane and John Savery. John Savery hunts up men for me. I don't know where he gets the men from. I have heard that some of the men have come from the Sailors' Home.

[The further hearing of the matter was then continued until Thursday, July 7, 1892, at 1:30 P.M.]

THURSDAY, July 7, 1892.

TESTIMONY OF GEORGE S. HINDALE.

Sworn. Examined by MR. WILLIAMS.

I have been connected with the shipping interests in this city since about 1873. I am the managing owner of four vessels. I have had experience with the Coast Seamen's Union, but never had any trouble with that union. I was one of the Directors of the Ship Owners' Association. In 1885, about the time they started the union, I had a vessel lying at the wharf, and the tug was waiting, and a crowd would not allow them to cast off the line, because there was a non-union man aboard, and the union would not let him go. I think they arranged it by making the man go up town and join the union. We had some men aboard that did not belong to the union, and we did not propose to make them join; and I made arrangements with the police to go down there, and we were enabled to go to sea without any trouble. My Captains are always told to ship their sailors aboard the vessel. I never asked a man whether he was a union man or a non-union man, but the most of them that go are union men. Many of the union rules are excessively arbitrary. I have always made it a rule to tell my Captains if the men that they shipped were good to keep them as long as they would stay. I have had sailors with me six months until lately, and now they have to go ashore every trip. I have always wanted to train the sailors from before the mast right up through the vessel. I don't suppose there are a dozen men in the union now who can mark a lead line; they are not skilled. They should allow a Captain, if he wants to keep the sailors, to keep them, if they really want the sailors to get ahead, and not be obliged to go up to the union every time and ask them whether they are right or not, and have to stop when the Captain tells them to do a thing in order to look over the set of rules to see whether it is the time of day for eating. I have seen a great deal of the acts of violence that have been committed on vessels along the waterfront. There was a schooner laid down at Mission wharf, and back of her was a vessel that had been discharging ballast. A man went aboard and ran on to the gallant forecastle and threw a piece of ballast onto the schooner. An officer saw him throw it and arrested him, but they succeeded in proving an alibi. There was another vessel where they cut the sails and the rigging, and a police officer straightened that up very soon, and when I asked a couple of union sailors what they were doing with that vessel, they said that she belonged to them, and they tied her up. There have been a great many acts of violence of this character. Whenever a non-union man would go near the shipping office they would throw bricks and stones at him. I think the Sailors' Union is at the bottom of all these acts, as they are the only ones who would be benefited.

Cross-examined by MR. MCGLYNN.

In 1883 the wages I paid on the schooner were \$40 a month; the Captain told me they could not be got for any less. These men were shipped on board the vessel. They went to Port Discovery and came back here. They shipped the next time for \$35 for six months on the same vessel—the same men. In the meantime wages had fallen to \$25

or \$30, but they held me to the \$35 for the six months. On the second trip to San Pedro they had put the wages up to \$40, and when they got to San Pedro every man left, and I had to pay a crew to get her up again. There was no union at that time. I have never had any experience with crimping. One time, some two years ago, one of my Captains came to me and brought me \$10, and he said that it was paid to him by one of the boarding-house masters by four men, and he said that that was a common thing; that sailors were plenty, and they paid him \$2 50 to take them from his house. The other Captains told me positively that they didn't get anything. We never got anything from any sailor boarding-house master or anybody else since that time. There were several boarding masters that worked with us, as against those who worked with the union. The officers should always superintend the marking of a lead line. In 1886 there were certain arrangements made with the Ship Owners' Association by the boarding-house masters. It seems to me on one or two occasions they got so much for furnishing the men, but as a rule the only thing I know of was they got an advance that was signed by the sailors. We never paid the boarding masters anything that I know of, except the sailor would give a note to be paid for his board, or what was said to be his expenses. I don't remember a single bill being paid to the boarding masters, except where the sailor had given a due bill for the money that was due him. When the due bill was presented we took care that it was paid at the time the sailor received his wages.

We have no black-list of sailors or anything of the kind. When the "Zampa" went to the Sound I shipped a crew of union men. They signed before the Commissioners to go to the Sound at \$40 a month, and from there they were to go to Tasmania at \$30 a month. They stayed on board the vessel till they got to Port Townsend, and loaded; they then said, "Captain, we are not going." He had difficulty about picking up a crew, because they did not want to leave, and he got a scab crew at \$25 a month. We did not report them to the Sailors' Union, because there would be no redress after they got their money. We have never been able to make the maritime laws apply in the coast shipping trade, because the men do not ship before a United States Commissioner.

TESTIMONY OF J. J. SMITH.

Sworn. Examined by Mr. WILLIAMS.

I have been in the shipping business for about thirty-five years. I was a member of the Ship Owners' Association in 1886. The trouble at that time was caused by the active part the union took in the matter antagonistic to the Ship Owners' Association. The association tried to get non-union sailors after the trouble commenced, and the union tried to prevent them from getting non-union sailors on board of the ship. The association several times sent men from here down to San Pedro, as they thought guarded, but they got them away from them at different times. The union men down there at San Pedro would force the men to leave the vessels; they would go aboard in crowds and compel them to leave. About two or three weeks ago we had a vessel lying at Beale Street wharf, and we decided to ship a non-union crew; it reached the

the ears of the union association, and they had patrolmen watching the proceedings, and before the vessel left her lines were cut at the wharf. I consider it a right that I intend to exercise to employ union or non-union crews as I see fit. You cannot have discipline aboard of a vessel unless men are disposed to obey orders, and it is hard to get them to obey when they are under the impression that the union is back of them.

Cross-examined by MR. FURUSETH.

I have taken care of sailors on board my vessels when they were sick, both in port and at sea. I always took care of them and looked after them and hired a doctor to attend them, and I have even now doctors' bills on my books where I have hired them to take care of men in port. Of course, in foreign ports we are obliged to do that by the law of the United States, but there are a great many things that you are required to do that you don't need to do if you don't feel disposed.

[Reference is made to Article XVII, Section D, page 31, of the constitution of the Seamen's Union.]

Re-examined by MR. WILLIAMS.

The shipping office is run by the union. I generally discharge the men before the Shipping Commissioner; the money is taken up there to the Shipping Commissioner and paid to him, and he pays off the crew, when it is a foreign voyage. It is very rare that you run across a sailor who cares to remain aboard a vessel and save his money. It is natural for a sailor to want to change. He wants to go around; he takes his money and he pays it, and he looks for another vessel; that is a sailor.

Re-cross-examined by MR. MCGLYNN.

In 1886—I am under the impression that \$35 were the wages that were paid in 1886; at that time I was engaged more in coasting. These last five years I have been more in the foreign business. When business was good, there was never any objection to paying \$40, but when business is bad they should not be so exacting. Now, business is depressed; there is a general stagnation of business; vessels are laying up and men are idle, and I should think it was better for those men to work for \$10 a month less and find employment and let the vessels go to work. There have been several times this spring that I could have accepted a charter to go foreign, but I could not accept it on account of expenses being too high. If wages were lowered \$10 a month, with twelve men before the mast receiving \$120 per month for nine months, which would be a little over \$1,000, I could have seen my way clear to take the charter. The vessel would not have made anything, but it would have been kept going.

In 1887 business was somewhat slack, and in 1886, I think, business was dull. Business has been very fair the last three or four years until within the last six months. Before the union our Captains got their men promiscuously around wherever they could get them, and I think they got the majority of them through the boarding masters. A short time ago a Captain of one of my vessels went to the Seamen's Union for a crew, and there was one man that he wanted in particular, and they refused him and wanted him to take the crew as it stood. He told them that if he could not get that man he would take a non-union crew, and the next morning the Captain found that man on board.

TESTIMONY OF F. E. PREBLE.

Sworn. Examined by MR. MCGLYNN.

I am the Secretary of the Retail Lumber Dealers' Protective Association of California, and am also engaged in shipping scabs, and was in the same employment in 1886. The trouble at that time was not a question of wages; it was a question of whether we should open a shipping office and try to run our own business, or whether the union would run it for us. We opened an office and ran it. I have collected bills that were due the boarding masters when the men were paid off, but it was a kindness toward the boarding masters, and not on account of any arrangement between the ship owners and the boarding masters. The ship owners had an arrangement with the boarding masters that they should furnish their men; some of the men came from the union and quite a number from deep-water vessels; about half of them came from deep-water vessels, and the other half came from the union. About 110 vessels came through the Heads at San Francisco in August and September from foreign ports, and men were taken out of those vessels and sent on the coast; and I remember you had men out there trying to prevent us from taking them out, and some of them got licked, too. We did not hire any men to do it. The ship owners had nothing to do with it at all; they knew nothing about the transactions.

Cross-examined by MR. WILLIAMS.

Five or six years ago I knew of acts of violence and intimidation on the part of the Sailors' Union, when attempts were made to ship non-union crews, and I was in some of them myself. They were happening all along the waterfront. I have no trouble now in shipping non-union crews. Men are very plentiful in port now.

TESTIMONY OF ANDREW FURUSETH.

Sworn. Examined by MR. MCGLYNN.

I have been a sailor on this coast since 1880. In the spring of 1880 the wages were \$30; in the summer of 1880 they were \$35. They stood at \$35 until the spring of 1883, when they went up to \$40, and later on in the summer they went up to \$45. I am speaking now of Puget Sound wages. Then the wages went down in the month of August, 1884, to \$40, shortly after that to \$35, then to \$30, then to \$25, and in the latter part of 1884, and the beginning of 1885, I made a trip to Puget Sound for \$20 a month, which were the wages at that time. The wages to the islands always used to be \$5 less than the wages to Puget Sound, except when it got below \$20. Then instead of going down \$5 at a time, it came down first \$2—\$20 to \$18, and then \$1—\$17 to \$16. That is the lowest I know of. In those days men were shipped through the boarding houses; that is to say, a man would live in a boarding house, and the Captain would come to the boarding house and get his men through a boarding house, and we had to stay in those houses in order to get employment, even if we were married, except in exceptional cases. Those exceptions would be small schooners going to outside or open ports, or steamers running along the coast, where it would not be nec-

essary to stay in a boarding house. With those exceptions the boarding houses control the employment of the men by getting the privilege from the Captain of the vessel, in some instances, and in some instances from the owner, to ship the men. Outside of sailing in the small schooners or steamers, the sailor who shipped independently had no chance whatever. I think that some of the owners knew of this arrangement; I don't know that all of them did.

There was no union in those days, and there was constant trouble about wages and strikes on account of them, and quite a little trouble about ours in this port, and in Puget Sound, too. The commission merchant would send his last load just about 5 o'clock, so that the driver would get it dumped on the wharf just about 5, and the sailors would have to take it in, which would take sometimes an hour or more after everybody had knocked off. If a sailor was discharged at Puget Sound after leaving this port, he would get his pay for as long as he had worked. He would not get his pay for the round trip, although he had signed for the round trip. It was claimed that they had the right to discharge the men whenever they wanted to. Sometimes the sailor would go to law about it; the vessel would put up bonds, and the sailor had to stay ashore six, seven, or eight weeks, waiting for a chance to go to trial, and then he would have to go to sea again to make a living, and in his absence the case would be dismissed.

The union was organized by the men in 1885, the main reasons for organizing being that the boarding masters in San Francisco had obtained absolute control of who should go in vessels. The first wages fixed by the union were \$35, in 1885. Some of them agreed to those wages and some did not; those who did not got their men through the boarding masters. The cause of the strike in 1886 was primarily wages, and another cause was some trouble that occurred on board of a steamer belonging to Spreckels, about getting two more firemen and coal passers, and the Firemen's Union got into trouble with the Spreckels firm over that business, and the Firemen's Union was assisted by the sailors. Mr. Spreckels turned around and went to work to get a ship owners' organization organized, and the result was a shipping office was established on Steuart Street, in which a man by the name of James Laffin was put as shipping master.

The fight between the sailors and the ship owners started in the month of July or the latter part of June. The ship owners did not reduce the prevailing rate of wages until after they had whipped the union. A great many of the coasting sailors then went in deep water, and some six or eight hundred men who were on the coast left. That strike lasted pretty near three months. During that fight the coasting vessels were supplied with crews from the deep-water ships that came into this port at that time. That is what is called crimping, which is punishable under both State and national law. The police were aboard when the crimping was attempted, and gave the crimpers every opportunity. Crimping has been done under the eyes of the police many times, and is done still. In 1886, after the strike was over, wages came down to \$30. When the next Puget Sound fleet went away, about two months afterwards, they went down to \$25; and when the next Puget Sound fleet sailed, about February, it went down to \$20. In the latter part of 1887 there were no non-union men in San Francisco. In 1887 there was a strike in San Pedro and Eureka on account of an attempt

to reduce wages. Wages had gone up, and the Sailors' Union had said: "We will accept \$40 all over the coast," and the sailors themselves reduced it to \$40, and placed it as the standing wages all over the coast. In 1888 an attempt was made to reduce wages. There was a proclamation issued that the wages henceforth would be \$35 a month, and there were no men willing to ship at that rate. There was another issued saying that the wages henceforth would be \$30, and no man could be gotten at that; and then, after a number of vessels laid up for about a month, they shipped them at \$40, and there was no more trouble. At the request of a Captain, the wages to Siberia were reduced from \$40 to \$35, and at the request of several Captains the wages in the Mexican trade were reduced from \$35 to \$30; and as soon as we lowered it to \$30, then they wanted to make it \$25.

At the time the boarding houses controlled the shipping, a man who did not stay in a boarding house had to stay ashore sometimes as much as six months. It went so far that if he did not buy his clothes in the particular clothing store where the boarding-house master wanted him to buy, even though he stayed in his house, he had to stay ashore sometimes two or three months. That state of affairs certainly was not satisfactory to the men, because as soon as the shipping had been taken out of the boarding-house masters' hands they lost business to such an extent that they had to close up their houses. The boarding masters, it is understood, paid for the privilege, sometimes to the masters of the vessels; and it has been stated on the front that there was one owner who insisted upon getting the money himself. The shipping office is a necessity if you don't want to go back to the crimping and blood money system. If the office was abolished the crimping system would obtain again immediately. The shipping office was established in April, 1891.

The due bills that have been testified about would arise in this way: The sailors would stay in a boarding house and the boarding master would say to him: "Here is a bill; you owe me \$22." The sailor would say: "I only owe you \$17 or \$18." The boarding master would say: "You owe me \$20; you sign this bill, and you can go in such and such a vessel." The sailor would say: "I don't want to sign that bill." But he would have to sign the bill or go out of the house, and going out of the house meant to go into deep waters. These boarding houses had a combination amongst themselves, and where a man was chucked out of one boarding house he would not be taken into another. The boarding masters always knew to a cent how much money the sailors received, and the sailor could not get another chance at a ship until he had spent what he had. Of course where the master of a vessel insisted upon having a certain man, they would have to let him go, but the Captains very rarely insisted upon that. The sailors now stay all over town. Some stay on Howard Street, some on Telegraph Hill, some have friends and relatives, and some have even married and stay with their wives.

When we got the shipping office established we first had a rule that a Captain could pick his men out of a certain number; but the boarding masters succeeded in having their own men selected by the Captains, and so we made these shipping rules. The rule in regard to rotation was made at a time when there was a great many men ashore, but that rule was afterwards abolished, and the Captain can now retain his men

as long as he likes; but we require that the arrangement for reshipping a man shall be made before the man is paid off, or at the pay table, in order to protect the men against the boarding masters. A Captain can reject a man without stating any reason, if the man has been with him before, but if the man has not been with him, he must state his reason. That is to prevent black-listing. After a crew is on board there is what is called a group agent, who sees that the men are all right, and who sees that the men do as near as they possibly can according to the laws of the country that govern the shipping. The union has got absolutely no rules to govern a man aboard a vessel, except that he must not be disobedient, and he must not use coarse language. The group agents were never instructed to spy on the Captain, and they have never done so.

There have been sixteen or seventeen men expelled from the union this year on complaint of Captains and owners. We used to have a good many incompetent men in our union, but now have very few. In 1886, 1887, and 1888 men were taken on board vessels at lower wages in order to force the wages of the union men down; and we would take those men into the union, although they were not first class, in order to protect ourselves against reductions. We now appoint two sailors to examine every applicant for admission as to his competency. The benevolent features of our union are to bury the dead, do a little towards looking after the sick, and pay a shipwreck benefit to those who lose their clothes by shipwreck at sea; \$1,975 have been paid to shipwrecked men since the 1st of January, and somewhere between \$1,500 and \$1,600 since the beginning of this year for the sick and to bury the dead. There are a good many men ashore now. Business is dull, and there are a good many vessels laid up, and the result of it is that a great many men have left the coast; the most of them have gone to the lakes, some to the Eastern coast, some to England, and some into the country. Our present membership is about 3,000.

The wages on the lakes run from \$1 50 in the spring to \$4 50 and \$5 a day in the fall, including board. It is a condition of membership that the member shall be either a citizen or have taken out his intention papers. The paper [Exhibit 1] contains the only rules governing the shipping that we have. The boarding-house system was not very conducive to a high moral plane on the part of the sailor, because when a man came ashore the boarding master knew to a cent what he had coming to him, and if he would not booze it away he would have to eat it up, and the drunkard stood a better chance for employment than the sober man; hence there was no inducement for a man to take care of himself or to be sober. That condition of affairs does not obtain now, because a man can ship without depending upon anybody, and he has nobody to thank except the owner who runs the ship.

Wages here are considerably lower than they are on the lakes. Wages East are lower than they are here, but on the Eastern coast men never touch a stick of cargo, never touch coal, never touch lumber; the longshoremen do all that work. The wages on the coast of England are £5 a month, just the same wages as on the Eastern coast of the United States; but in England the sailors never touch the cargo except in a few colliers. On this coast, in the larger vessels the sailors are discharged when they come into port, and even if he ships again in the same vessel, he is ashore for ten or twelve days idle, and he is bound to

be idle ten days out of every sixty, but it is very seldom that a man goes in the same vessel. Since the establishment of the shipping office they go oftener in the same vessel than before. In San Francisco sailors will not work after 5 o'clock unless they are paid overtime. This rule was not adopted in order to exact payment for a few moments' extra work, but the trouble was that a few moments generally got to be half an hour or an hour, or more. The dissatisfaction in regard to our union existing among ship owners, I think, to a large extent has been created by Captains and nursed by boarding-house masters and other people whose specific interest it is to get the old system back again. Under the present system there is not half as much drunkenness as formerly, and quite a number of our men have married within the last two years. On the Eastern coast the wages of longshoremen have advanced, while the wages of sailors have decreased, owing to the fact that the longshoremen were organized; and taking into consideration the fact that the sailors on the Pacific Coast do longshoremen's work, and the sailors on the Eastern coast do not, the ship owners on the Pacific Coast have to pay practically no more wages than the ship owners on the Eastern coast.

[The further hearing of the matter was then continued until Friday, July 8, 1892, at 1:30 P. M.]

FRIDAY, July 8, 1892.

EXAMINATION OF MR. FURUSETH—Continued.

There were articles which were drawn up by the ship owners that the men refused to sign. The shipping articles which the men consented to sign were the United States shipping articles, but they refused to sign them before the United States Shipping Commissioner, and the ship owners do not now insist upon it. Since the first of the year about 5,000 men have shipped through our office. There has only been one vessel that has ever been delayed, and two that went out short-handed. The cause of the delay was that some of the men got drunk and did not turn up; the men were punished for their acts by the union. The union has patrolmen whose duty it is to go around and see that the men are on board the vessel at the right time, and to furnish other men in their places if they are not there quickly, and to see if there is any trouble.

Cross-examined by MR. HERRICK.

About a year ago a committee from the Coast Seamen's Union requested a conference with the ship owners, to consider a proposition made from them. The Coast Seamen's Union urged upon the ship owners to cease taking the men from the boarding master, and promised that if they would take them from an office established by the Sailors' Union, they would guarantee to furnish men at all times, and see that the vessels were not delayed. They would see that there was less trouble, or no trouble at all, on board the vessels, and that there would be as little as possible of Court cases, because they would try then more than before to arrange those things without going to Court. They said further that they were willing to load and discharge all cargo, whether it was in San Francisco or any other place, and after two or three interviews had taken

place the sailors presented an agreement to the ship owners and asked them to sign it. The ship owners, after considering the agreement for a considerable time, returned it, and would not sign it.

Just after the conference, the objection was raised by the ship owners as to the attitude of the union in regard to shipping before the United States Shipping Commissioner. Although the ship owners did not accept the agreement, we stood by our promises; and we established a shipping office, and was ready at all times to load and discharge all cargo. We were never asked to do it, except in some cases in Simpson's employ, and some cases in Pope & Talbot's employ. We did it because the articles specified we should do it. I know a great many instances where men have left the vessel at Puget Sound, where they have been obliged to forfeit their pay. Where men were discharged from vessels they offered what they had earned up to the time of their discharge, and if they would not take that they got nothing. The objection to shipping before the United States Commissioner is that a man who ships before the Commissioner becomes liable not only to the losing of money, but also to a criminal prosecution for not fulfilling his contract. There have been cases where men have shipped at San Francisco with the distinct intention of leaving on the sound. Sometimes they did that in order to get rid of a debt to the boarding master, and for other reasons.

McPherson was the best boarding master I ever knew, but a good boarding master is an exception. During the time of the strike there were what were called union and non-union boarding houses, but the reason they were given these names was that they would or would not furnish men to vessels at less than union rates. The cause of the strike was a question of wages; and as soon as the sailors were beaten, wages first went down \$5, and then went down another \$5. During that strike the Coast Seamen's Union made arrangements with a few of the boarding masters here, by which they would board and lodge union sailors at a reduced rate, which was guaranteed by the union. That strike was brought to a conclusion because it was evident that the sailors could not win, owing to the large number of deep-water sailors in port. Prior to the strike there was a rule prohibiting a union sailor from shipping on a vessel that had non-union men, which rule was enforced. We did everything we possibly could to make men union men. We did everything we could to prevent crimping, and used every endeavor to get men to stay on board deep-water vessels. The circular [Exhibit 2] was issued at the instance of the Coast Seamen's Union. The boarding-house system does not exist to any extent at the present time. Up to 1887 it was not required of members that they should be citizens, or have filed their intention papers.

Burnett G. Haskell was one of the men who assisted in organizing the union, and was a member of the Advisory Committee. At that time I pulled a rope on board of a ship. He had a good deal of influence with the members, but the policy of the union at that time was not dictated by him. There would be a representative of the union present when the men were paid off, to collect from members their dues to the union.

At a conference between the ship owners and a committee from the Coast Seamen's Union, the ship owners said they would be very pleased to take the control of the seamen from the boarding masters, and whatever they could do without hurting themselves they were willing to do; and they did so.

Two of the ship owners required as a condition that the men should be shipped before the United States Shipping Commissioner. The rest made no such condition. Where men shipped before the United States Commissioner they would be liable for punishment if they left their vessels before the end of the voyage; and if a strike should be ordered on all the vessels of a certain company, wherever they might be, if the men quit they would run the risk of three months' imprisonment.

The sailor is the only person on the whole continent of America who is punished criminally for violating a civil contract; and whereas the coasting sailor had not been placed in that position prior to the passage of the law, and whereas the law itself was not made mandatory, the sailor availed himself of the privilege he had of having an opinion in the matter, and he had the opinion that when he signed a contract, if he could possibly escape having any criminal punishment attached to it, he would do so; and that was one of the considerations that prompted the members of the Sailors' Union to say that they would not ship before the Commissioner. If a sailor leaves before his voyage is up, the shipmaster has the redress that he can keep all the money the man has earned up to date. The old Coast Seamen's Union nor any of its officers ever urged men to work under their capacity, and never limited the amount of work that they should do in any manner.

Reëxamined by MR. MCGLYNN.

During the time that wages were run down as low as \$20, there were a large number of English vessels here, and the deep-water sailors were induced to desert their ships, which is always done when they get here, and the reduction of wages might be traced as much to crimping and the boarding-house system as to depression in business. I have heard it reported that both owners and Captains have received blood money, so that they have been benefited by crimping in that way, as well as by getting their men cheaper. In San Francisco they used to pay \$30 a month to go to Europe. When they paid \$30 a month, there was only two months advance and about \$30 blood money. The boarding master got \$90. The owner wanted to cut the wages down to \$20, and the deep-water boarding masters said: "No you don't; I want my \$90; I want my pound of flesh;" and then they got three months advance and \$30 blood money, and down went the wages to \$20. In these cases the owners are benefited by crimping, and at other times the owners are injured by it. All the officers of the union at the present time are practical sailors. At first we had a shore-staying Treasurer, but that was because there was nobody that would stay ashore all the time that the men cared about trusting.

We have no compulsory law requiring a member to take out his second papers, but the great bulk of the men afterwards get out their second papers.

TESTIMONY OF E. C. MEECH.

Sworn. Examined by MR. MCGLYNN.

Have been a sailor for twenty-three years on the lakes, on the Atlantic, on the Pacific, and out of England some. Have not sailed on the lakes for the last four years. The season of 1887 was the last

season I had on the lakes. During that season wages ranged from \$1 50 to \$4 a day. The sailing season on the lakes lasts from about seven to seven and a half months; they call it eight months there, but it very seldom reaches that. The sailor does not work all kinds of cargo there; they do, in the lumber trade, loading, but not discharging. In other trades they have nothing to do with it. The living expenses are far cheaper there than here. A sailor will earn more in a season there than he will in a season here. There is about the same proportion of foreign-born sailors there as here, but when I first commenced sailing there were a good many American sailors, but they were driven out by the vessel owners sending scab shipmasters down to New York to import foreigners stolen out of ships in New York, bringing them up to the lakes on the promise of their getting \$4 a day, and when they got them there they gave them \$1 a day. I have not sailed on the Atlantic Coast for the last ten years. When I first commenced you could get \$25 or \$30 a month on the coast, but it ran down to \$13, \$14, or \$15. The only reason I can think of for that reduction is the foreign vessels going to New York and stealing them out of the vessels there, and putting them in the coast trade.

The crimping system was pretty strong in New York at the time I was sailing out of that port. When I first commenced to sail on that coast there were a good many native-born sailors, and when I quit there was scarcely any, caused by the crimping system. At present wages on English vessels are better than on the Atlantic Coast. You get a little better wages here, but the purchasing power of your wages is not so good. Your expenses there are one third less, you might say. I found more American-born citizens in English vessels lately than I have in American vessels. They go in English vessels because the purchasing power of their wages is better, and they get better treatment. There will be twelve to fourteen men on an English vessel to do the same work that six men are compelled to do on an American vessel. They do not work cargo on those vessels. The American ship owners pay far less wages as a bulk than the Englishmen.

I have had experience in connection with the boarding-house system on this coast, and I have not found it very pleasant. In order to get a berth I had to go into the boarding master's house and spend my money. I have often made voyages in vessels, and could not come back in them, owing to the influence of the boarding masters. I have been kept for six weeks waiting for a chance to go to sea, when there were men who would come ashore and spend their money on a big spree, and they would go away in six or eight days. I am very well satisfied with the present system. If I am discharged from a vessel, and not asked to go back in her, I report to the shipping office. I have never found any objection raised to my remaining in one ship, and I made two voyages in the last ship I was in, and I could have remained in her, but I was unwilling to. The men consider that each one gets a fair show on the shipping-list. I now stop at a private house when I am ashore. It was not possible to stop at a private house under the crimping system, because I tried it.

Cross-examined by MR. WILLIAMS.

I sailed on the lakes, off and on, about nineteen years. The season there opens about April and lasts generally until December. Navigation closes with the larger vessels about the 1st of December. After

that time the work becomes more hazardous. The stormy season generally commenced in October or September, and the September gales are very severe on the lakes. Wages commence to rise there as soon as the stormy season sets in, and they rise from 25 cents to 50 cents a day. They start in at the commencement of the season at about \$1 50 a day. In seasons when freights are good wages rise to a high figure, but when freights are bad they don't rise so high. I have seen wages run \$2 a day for the whole season, and I have seen seasons when \$2 a day was the lowest. In 1887 the wages were from \$1 50 up to \$4, and in 1886 they were about the same. Two seasons previous to that they were lower. Of course there were scabs who worked under these rates. At the end of the season, when the weather is bad, they run up as high as \$4, owing to the danger. A sailor considers he has done a pretty good season's work when he makes \$400 or \$450. They get their lodging and board, except when employed on shore, when they pay their own expenses. During the winter months some of the sailors engage in some other business than shipping.

I came here because I heard there were big wages paid. In English vessels they pay from \$20 to \$25 a month. My expectations as to big wages on this coast have not been realized. I find that a man who gets six months' work out of twelve is pretty lucky here, owing to a surplus of men. A great many of the lake sailors remain idle as many as four or five months in the year.

[The further hearing of the matter was then continued until Monday, July 11, 1892, at 1:30 P. M.]

MONDAY, July 11, 1892.

TESTIMONY OF THOMAS ABBOTT.

Sworn. Examined by MR. MCGLYNN.

At present I am keeping a saloon. Before that I kept a boarding house on the waterfront for twenty-three or twenty-four years. I always treated the sailors pretty well, and they used me the same; and in some instances I had to pay for shipping sailors to Captains, the agreement being that they should take none but my men out of the house. When the shipping office was established I went out of business, because my boarders all left me and thought they could live without me, and they have managed to do it so far. It was only for the last four, or five, or six years that we had to pay. It was generally a contract, so much a trip, and it was a universal thing with almost every ship in San Francisco, with perhaps an exceptional one or two. I had some Captains that would not look at a dollar, and I had some that I got from the owners; but then I had to move the ships for them free of charge, and had to pay the sailor again for moving the ships. I think if the shipping office was abolished that the boarding-house system would be resumed as a natural outgrowth of the situation. The boarding masters could ship what men they felt like out of their houses, but they could not ship a non-union man on board of a ship where they were all union sailors. A man's debts to the house did not govern his shipment a particle with me.

No cross-examination.

TESTIMONY OF JAMES CARR.

Sworn. Examined by MR. MCGLYNN.

I am keeping a hotel on the city front. I keep sailors and laboring men, and mates and Captains, too. I have been twenty-two years in the business. If there were too many men ashore they would have to try and hunt after a ship, and whoever would give the most got her. We had to pay for the deep-water ships, but not for the coasters. The coasters we had to move from Oakland, back and forth, and we would pay the sailors for doing that, and not charge the ship anything. Generally we gave presents to the Captain as one of the inducements, but that was optional; but we thought it best to do it in order to hold the shipping. If the shipping office was abolished, I think that system would come back again. Since its establishment my men have not left me, and I have some men who have boarded with me twenty-two years. Most of the boarding-house keepers look with disfavor upon the shipping offices. Two years ago, if a man wanted to get a ship quick he would have to stay in a sailor boarding house, whether he was a married man or not. There was one owner of a vessel that I had to pay a bonus to in order to ship my men, and it was a common occurrence to have to pay the Captains. There were some Captains boarded with me that used to give me their shipping without any bonus. I would not have to give them presents, though I might occasionally give them a box of cigars. There are some men who are not much on taking. I have paid as high as \$5 per man. I think that the sailors' moral condition, his enjoyment of life ashore, and his advantages of life have been increased by the abolition of that system, and if the shipping office were abolished I think it would come back to the same routine.

No cross-examination.

TESTIMONY OF CHARLES J. BERENDES.

Sworn. Examined by MR. MCGLYNN.

I am a saloonkeeper; prior to last January I kept a boarding house on the city front. I shipped sailors on coasters only, and paid a bonus to the ships to ship the men. I always had to pay big vessels, but not small vessels, but they always wanted good men. Since the establishment of the shipping office the most of the sailors live privately. Before the shipping office it was kind of necessary to live in a boarding house, but still a sailor might get a ship by paying a boarding master \$2 50, but he had to do one or the other. The selection of the men was generally left to the boarding master. The Captain used to say he wanted good men, and he wanted them on board at such an hour, and he left it to the boarding master to get them on board and see that they were there on time. If a man was in debt to the boarding house, he would not be sent to a port from which he would not be sure to come back again. If the shipping office was abolished I think the old system would come back again.

TESTIMONY OF ANDREW FURUSETH.

Recalled. Examined by MR. MCGLYNN.

That motion rescinding the rotation of unemployed men relates to the abolishment of a rule passed in the month of February, saying that when a man came ashore he should, if he was paid off from the vessel, go on the shipping-list and take his turn with the rest. This is from the minutes of the 4th of April, and on that date that rule was abolished, and the old rule reestablished that whenever a Captain wants a man back again he has simply got to tell the man he wants him back, and the man states at the office that he is going back again in such a ship. The rotation rule was never reestablished.

TESTIMONY OF CHARLES L. CHRISTOPHERSON.

Sworn. Examined by MR. FURUSETH.

I have been sailing on this coast for quite a number of years. In the last six years there has been a considerable reduction in the number of men carried on this coast. Vessels that six years ago carried six men now carry four, and vessels that carried eighteen now carry fourteen, and vessels that carried twelve now carry eight. Some examples are the "Glory of the Seas," the "Dashing Wave," the "Canada," the "Ericson," the "Highland Life," and I suppose I could mention twenty others. Those vessels have all shortened their crews during the last six or seven years. Some of them have made barks out of them, but the majority have not changed their rigging; but that don't cut much figure, for there is just as much work for the sailors. The same amount of work has to be done with the small crew as was formerly done with the larger crew. Sailing short handed causes the men to lose sleep and rest, and makes it more dangerous to be aloft, because it is less manned. By cutting down four men on board of a vessel on the Puget Sound trip would save about \$250 on an average.

No cross-examination.

EXHIBIT 1.

SHIPPING RULES OF THE SAILORS' UNION.

ARTICLE I.—RULES GOVERNING SEAMEN.

SECTION A. On coming ashore all members shall report at the Shipping Office for the purpose of registering.

SEC. B. On registering, the members shall receive from the Shipping Master a tag, on which the shipping number shall be noted. Said tag shall be kept until shipped, when it shall be turned over to the Shipping Master.

SEC. C. Members desiring a vessel shall be present in the reading-room for the purpose of answering to their number when the roll is called.

SEC. D. Members who may be asked to stay by, or to make another trip in the same vessel, shall, when willing to do so, report the same to the Shipping Master; *provided*, such arrangement must be made before being paid off, or at the pay table.

SEC. E. The first on the list shall have the first chance; *provided* (1) that the member is willing to go, and the Master is willing to accept him; and (2) that the member is present when the roll is called.

SEC. F. Members having shipped shall be aboard at the stipulated time. Any member violating this rule shall lose his chance and be put at the bottom of the list. Should any vessel thereby be delayed, the member shall be dealt with according to Article XVI, Constitution.

SEC. G. Any member going to the hospital shall report either to the Shipping Master, or if not able to do so, to the Patrolman when visiting the hospital. Any member neglecting this shall not be entitled to the benefit of Section E, Shipping Master's Rules.

ARTICLE II.—SHIPPING MASTER'S RULES.

SECTION A. The Shipping Master shall keep three separate lists, on any one or all of which he shall register the name, number of book, and shipping number of all members wishing to ship.

SEC. B. He shall further note on said lists the date of registry, the date of shipping, and name of vessel in which the member shipped.

SEC. C. The Shipping Master, on receiving an order for men, shall place the same on the blackboard, accompanied by time of calling list, port of destination, and time to be aboard.

SEC. D. The list shall be called between the hours of 8 and 12 A. M., 1 and 5 P. M., and 6:30 and 7:30 P. M.; *provided*, that the Shipping Master is empowered to ship men at any time required.

SEC. E. The Shipping Master must place at the top of the list any member who has been thirty days or more in hospital.

SEC. F. The Shipping Master shall give a weekly report of the number of men registered, number of men shipped, and number of men ashore.

SEC. G. The Shipping Master shall have discretionary power in furnishing men for outside schooners.

EXHIBIT 2.

EXTRACT FROM CIRCULAR.

SPECIAL NOTE.—Those deep-water seamen who have deserted and gone "scabbing" on the coast, and who find now their mistake, and that they are only to be used as tools, are urged as BROTHERS to leave their ships and come to our office. We will welcome you to the brotherhood of the union.

RATES OF WAGES AND WORKING HOURS.

BOOKKEEPERS, CLERKS, SALESMEN, ETC.

DRY GOODS.

Twelve firms report 881 employ  s; two at \$500 per month, two \$300, one \$275, four \$250, thirteen \$200, one \$180, five \$175, one \$165, one \$160, two \$155, twenty-seven \$150, one \$140, three \$135, two \$130, thirty-seven \$125, five \$120, four \$115, one \$112 50, eleven \$110, seven \$105, eighty-six \$100, four \$95, twenty \$90, nineteen \$85, thirty-two \$80, ninety-eight \$75, eleven \$70, twenty-seven \$65, thirty-six \$60, four \$55, eighty-two \$50, five \$45, forty-eight \$40, forty-four \$35, seventeen \$30, eleven \$25, twenty-one \$20, eight \$18, twenty-nine \$15, eleven \$13, and two \$12. Forty-three at \$10 per week, three \$8, one \$7, one \$6, fifty-seven \$5, and fifteen \$3. One at \$10 per day, two \$4, six \$2 50, four \$2, two \$1 40, and one 75 cents.

Seven hundred and sixty work 9½ hours, one hundred and one 9¼, four 8½, and sixteen work from 7:30 A. M. to 5:30 P. M., with no stated time for lunch. Seven hundred and sixty-one have 30 minutes, one hundred and one have 45 minutes, and three have 60 minutes for lunch. Four hundred and sixty-four are paid monthly, fifty semi-monthly, one hundred and fifty-one weekly, three "on demand," and two hundred and thirteen at irregular intervals.

FANCY GOODS.

Five firms report 52 employ  s; one at \$150 per month, five \$100, one \$90, one \$80, seven \$75, one \$60, eight \$50, and one \$25. Six at \$15 per week, two \$12 50, one \$12, one \$10, one \$9, one \$6, seven \$5, two \$4, five \$3 50, and one \$3. Nineteen work 10 hours, twenty-seven 9½, and six 9. Eight are paid weekly, and forty-four at intervals varying from a week to a month. Twenty-five have 60 and twenty-seven have 30 minutes for lunch.

LACES AND EMBROIDERIES.

One house reports 8 employ  s; three at \$200 per month, one \$100, two \$75, one \$50, and one \$30. They are paid semi-monthly, work from 8 A. M. to 5:30 P. M., and have 60 minutes for lunch.

LADIES' AND CHILDREN'S UNDERWEAR.

Two firms report 6 employ  s; one at \$150 and one at \$100 per month. One at \$8, one \$5, and two \$3 per week. All work 9 hours, have 30 to 45 minutes for lunch, and are paid weekly.

CLOAKS.

Two houses report 7 employ  s; one at \$56 per week, one \$20, one \$18, one \$15, one \$10, and two \$4. They are paid at intervals varying from a week to a month.

CLOTHING STORES.

Three firms report 127 employ  s; one at \$350 per month, one \$300, one \$150, one \$130, one \$125, four \$115, eight \$100, one \$85, one \$80, one \$75, one \$60, one \$55, two \$50, one \$45, one \$40, one \$37 50, one \$30, one \$27 50, one \$25, one \$22 50, one \$20, six \$17 50, and five \$15. Six at \$40 per week, six \$25, four \$20, ten \$18, nine \$17 50, seventeen \$15, three \$12 50, three \$12, eleven \$10, two \$5, five \$4, and eight \$3. Thirty-three are paid monthly, seventy-six weekly, and eighteen "when wanted." Fifty-seven work 12 hours, fifty-two $11\frac{3}{4}$ hours, and eighteen $11\frac{1}{2}$ hours. Fifty-seven have 30 minutes, fifty-two 45 minutes, and eighteen 60 minutes for lunch.

GENTLEMEN'S FURNISHING GOODS.

Two firms report 10 employ  s; one at \$108 33 per month, one \$100, one \$90, one \$75, one \$60, one \$45, one \$35, one \$30, and two \$25. They are paid at intervals varying from a week to a month.

HATS AND CAPS.

Four firms report 21 employ  s; two at \$250 per month, two \$200, three \$150, two \$100, and one \$50. One at \$40 per week, three \$25, one \$23, two \$20, one \$12, one \$10, and two \$5. Nine work 9 hours, six 11 hours, and six 12 hours. All have 60 minutes for lunch, and are paid at irregular intervals, none longer than a month.

CLOTHS AND TRIMMINGS.

Two firms report 28 employ  s; two at \$300 per month, three \$200, one \$175, two \$120, two \$100, four \$80, one \$75, five \$60, five \$50, one \$40, one \$30, and one \$25. All are paid monthly, work 9 hours, and have 60 minutes for lunch.

GENERAL MERCHANDISE.

One firm reports 29 employ  s; four at \$25 per week, four \$20, one \$18, three \$14, five \$15, and twelve \$12. They are paid weekly, work from 8 A. M. to 6 P. M., and have from 45 to 60 minutes for lunch.

TOYS AND FANCY NOTIONS.

Five firms report 244 employ  s; two at \$250 per month, two \$200, two \$175, three \$150, one \$140, three \$125, three \$120, one \$105, four \$100, two \$90, three \$80, seven \$75, two \$70, sixteen \$65, seven \$60, nine \$55, nineteen \$50, eleven \$45, sixteen \$40, two \$37 50, one \$35, three \$30, eight \$25, one \$20, and five \$10. Three at \$30 per week, one \$28 50, one \$27, one \$26, one \$25, one \$21, four \$20, one \$19 50, eleven \$18, two \$17, three \$16 50, eighteen \$15, eleven \$13 50, two \$12 50,

eleven \$12, two \$11, two \$10 50, nine \$10, one \$9, one \$7 25, one \$8, two \$6, one \$5, two \$4 50, two \$4, two \$3 50, and fifteen \$3. They are paid at intervals varying from a week to a month. One hundred and twenty-four have irregular hours of work, twenty-eight work $9\frac{3}{4}$ hours, four 9, and eighty-eight $11\frac{3}{4}$. One hundred and sixteen have 45 minutes and four have 60 minutes for lunch.

JEWELRY AND SILVERWARE.

One firm reports 9 employés; one at \$30 per week, one \$24, one \$22 50, two \$21, one \$19 50, one \$16, one \$13, and two \$4. They are paid weekly, work $10\frac{1}{2}$ hours, and have 60 minutes for lunch.

BOOKS AND STATIONERY.

Eight firms report 165 employés; one at \$250 per month, one \$225, one \$200, four \$150, seven \$125, one \$120, eleven \$100, one \$90, one \$85, three \$75, one \$70, one \$65, nine \$60, one \$55, six \$50, four \$45, seven \$40, one \$42 50, one \$35, three \$30, six \$25, one \$17, and four \$15. Two at \$40 per week, six \$30, four \$25, one \$21, five \$20, ten \$18, three \$16 50, nine \$15, five \$14, six \$12, four \$10, three \$9, two \$8, two \$7 50, two \$7, six \$6, six \$5, six \$4, three \$3 50, two \$3, and two \$2 50. Twenty-nine are paid weekly, eighteen twice a month, seven monthly, and one hundred and eleven at intervals varying from a week to a month. Five work 12 hours, one hundred and five 10, eighteen $9\frac{3}{4}$, and thirty-seven 9 hours. One hundred and forty-seven have 60 minutes and eighteen 45 minutes for lunch.

MANUFACTURING DRUGGISTS.

One firm reports 43 employés; one receives \$200 per month, one \$175, one \$140, two \$125, one \$110, one \$100, one \$90, two \$85, three \$80, five \$75, two \$70, one \$65, one \$60, four \$50, two \$45, one \$40, one \$35, one \$30, five \$20, and four \$15.

RETAIL DRUGGISTS.

Five firms report 49 employés; six receive \$150 per month, one \$130, one \$125, one \$120, one \$115, one \$110, four \$100, three \$90, two \$85, four \$75, four \$65, three \$55, three \$50, one \$30, one \$25, and ten \$20. One at \$6 per week and one at \$5. Thirty-five are paid monthly, fourteen part monthly, part weekly, forty-two work irregular hours, seven work $9\frac{1}{2}$ hours. Twenty-four are allowed 60 minutes for lunch, while twenty-five are allowed 90 minutes.

PHOTOGRAPH GALLERIES.

Two firms report 14 employés; two receive \$30 per week, three \$20, one \$15, one \$13, two \$10, two \$8, two \$5, one \$3. All are paid weekly. Twelve work 10 hours and two 8. All have 60 minutes for lunch.

CARPETS AND FURNITURE.

Seven houses report 101 employés; one at \$150 per month, two \$125, two \$100, one \$80. One at \$21 per week, two \$18, four \$15, three \$12, one \$10, three \$9, three \$6, two \$5, six \$4. Seven at \$5 per day, five \$4, twenty-three \$3 50, twenty-four \$3, nine \$2 50, one \$2, and one \$1 25. All are paid weekly. Fifty-seven work 10 hours, thirty-four 9, and ten 8½.

GROCERIES.

Six firms report 145 employés; one at \$200 per month, two \$150, two \$137 50, seven \$125, one \$110, thirteen \$100, one \$95, four \$90, four \$85, five \$75, six \$70, sixteen \$65, eight \$60, one \$55, five \$52, twenty-five \$50, and one \$15. Five at \$11 per week, two \$10, four \$9, one \$8 50, three \$8, seven \$7, one \$6, two \$4 50, seven \$4, and one \$3. Thirty-three are paid weekly and one hundred and twelve monthly. Seven work 12 hours, nine 11, one hundred and five 10½, twelve 10, and twelve work from 7 A. M. to 6 P. M., with irregular time for lunch. One hundred and five have 40, twelve 30, and sixteen 60 minutes for lunch.

CROCKERY AND GLASSWARE.

Two firms report 90 employés; two received \$250 per month, three \$125, one \$112 50, seven \$100, one \$95, one \$90, two \$80, four \$75, four \$70, one \$67 50, four \$65, five \$60, six \$55, five \$50, one \$45, five \$40, one \$37 50, two \$35, four \$30, one \$25, three \$20, two \$18, six \$15. One is paid \$20 per week, two \$17, three \$13, two \$9, two \$7, three \$6, three \$5, three \$3. All are paid weekly, and have from 30 to 45 minutes for lunch. Sixty-seven work from 7:30 A. M. to 6 P. M., and twenty-three from 8 A. M. to 6 P. M.

AGRICULTURAL IMPLEMENTS AND WAGONS.

Two firms report 43 employés; one receives \$416 65 per month, one \$175, seven \$150, seven \$125, four \$100, one \$80, three \$75, four \$60, two \$50, one \$28 85, one \$25, two \$17 50, two \$15, two \$14, one \$13 50, and two \$12. One \$25 per week and one \$20. They are paid at intervals varying from a week to a month. Twenty-four work 9 hours, nineteen 10, and all have 60 minutes for lunch.

FIREARMS.

One establishment has 10 employés; one at \$165 per month, one \$137, one \$125, one \$108, two \$78, two \$70, one \$50, and one \$22. They work from 8 A. M. to 6 P. M., and are paid on demand.

RUBBER GOODS.

One firm with 15 employés pays one \$300 per month, one \$150, two \$125, ten \$50, and one \$20. They work 10 hours, have 60 minutes for lunch, and are paid at "all times."

PAINTS, OILS, AND VARNISH.

One firm has 6 employ  s; one at \$110 per month, one \$100, one \$90, two \$75, and one \$50. They are paid on demand, work $9\frac{3}{4}$ hours, and have 45 minutes for lunch.

SHIP CHANDLERS.

Three firms report eighteen employ  s; one at \$200 per month, one \$110, eight \$100, one \$90, one \$75, two \$60, two \$50, and two \$40. Thirteen are paid monthly and five weekly. Twelve work 10 hours, six $9\frac{1}{2}$ hours; eleven have 60 minutes and seven 30 minutes for lunch.

HARDWARE.

Three firms report fifty-one employ  s; two at \$400 per month, three \$240, one \$175, one \$160, three \$150, one \$140, one \$135, three \$120, six \$100, two \$90, one \$85, eight \$75, six \$60, seven \$50, one \$45, three \$40, one \$35, and one \$25. Twenty-eight are paid weekly, thirteen monthly, and ten at "any time." Twenty-eight work $9\frac{1}{4}$ hours, thirteen $10\frac{1}{4}$, and ten have irregular hours; thirty-four have 45 minutes and seventeen 60 minutes for lunch.

PIG IRON, COKE, AND COAL.

Two firms have fifteen employ  s; one is paid \$300 per month, two \$200, five \$100, one \$75, three \$60, two \$50, and one \$35. Nine work $9\frac{1}{2}$ hours and six work 10 hours a day. Six are paid monthly and nine weekly. All have 60 minutes for lunch.

 OPERATIVES.

IRON AND STEEL WORKERS.

In nine iron and steel working establishments 2,391 men and boys are employed; twenty-five are paid \$6 per day, twenty-five \$5, twenty-six \$4, one hundred and fifty-three \$3 50, two hundred and one \$3 25, two hundred and seventy-eight \$3, one hundred and three \$2 75, one hundred and fifty \$2 50, two hundred and fifty-one \$2 25, two hundred and fifty-two \$2, two hundred and twenty-five \$1 75, one \$1 50, one \$1 33, thirty-five \$1 25, one 83 cents, forty 75 cents. Two receive \$25 per week, three \$24, seven \$22 50, five \$18, five \$15, fifteen \$12, four \$9, two \$8, three \$7, two hundred and three \$6, one hundred and five \$5, and one hundred and two \$3. One is paid \$65 per month, one \$60, one \$55, one \$50, eleven \$45. Sixteen hundred and seventy work 10 hours, seven hundred $9\frac{3}{4}$, two $9\frac{1}{2}$, and nineteen 9. Sixteen hundred and fifteen are paid weekly, seven hundred and fifty-nine are paid every two weeks, and seventeen are paid monthly. Sixteen hundred and six have 60 minutes allowed in which to take the noon-day meal, seven hundred are allowed 45, twenty 40, and sixty-five 30 minutes.

IRON AXLES.

One firm reports ten employés; one at \$4 per day, one \$3 50, three \$2, four \$1, one 75 cents. They are paid every two weeks. The working day is 10 hours, with 30 minutes allowed for lunch.

SAW MANUFACTURERS.

One firm reports 20 employés; three at \$5 per day, four \$4, four \$3 50, two \$3, one \$2 50, three \$2 25, one \$2, one \$1 75, and one \$1 25. They are paid weekly, work 10 hours a day, and have 60 minutes for lunch.

SHIPSMITHS.

Two firms report 23 employés; one at \$5 per day, one \$4 50, two \$4, five \$3 50, five \$3, four \$2 25, four \$2, and one \$1 25. They are all paid weekly. Eleven work 9 hours per day and twelve 10 hours. Eleven are allowed 60 minutes for lunch and twelve are allowed 30 minutes.

SHEET METAL WORKERS.

Three firms report 47 employés; one at \$7 50 per week, one \$7, one \$5, one \$4 50, one \$3. One at \$4 50 per day, five \$4, six \$3 50, one \$3 25, thirteen \$3, two \$2 50, one \$2 25, nine \$2, two \$1 50, two \$1. All are paid weekly. Seven work 10 hours, eight 10½, thirty-two 8. Thirty-two are allowed 60 minutes for lunch, while 32 have but 30 minutes.

SHEET IRON WORKERS.

One firm reports 8 employés; three receive \$3 per day, two \$2 50, two \$2, one \$1 50. They are all paid weekly and work 10½ hours per day.

SHEET COPPER WORKERS.

Two firms report 39 employés; one receives \$4 50 per day, five \$4, six \$3 50, ten \$3, one \$2 25, seven \$2, one \$1 50, two \$1. One receives \$7 50 per week, one \$7, one \$5, one \$4 50, one \$3, one \$3 25. Thirty-nine are paid weekly. Seven work 10 hours and thirty-two 8 hours per day. Seven have 30 and thirty-two have 60 minutes for lunch.

LUMBER MILLS.

Five firms employ 644 hands; five at \$150 per month, one \$125, two \$117, five \$100, twenty-two \$90, twenty-five \$85, three \$80, one \$78, four \$75, four \$70, twenty-two \$65, forty-one \$60, twenty-one \$55, one \$52, twenty-six \$50, forty-six \$45, seventy-seven \$40, two \$39, sixty-one \$35, eighty-one \$30, two \$26, ten \$25, one \$21, three \$20, one \$17 50, and one \$10.

As a rule lumbermen are boarded, in addition to the wages given; the following, however, are employed at the rates given, without board: One at \$125 per month, three \$100, one \$90, seven \$80, two \$78, two \$75, five \$65, two \$58 50, two \$55, five \$50, ninety-nine \$45, two \$42, six \$40, thirty \$39, and three \$30.

Three hundred and seventy-two are paid monthly; one hundred and fifty-five are paid quarterly, in 30-day sight drafts on San Francisco; one hundred and thirty-seven get money whenever they wish, and they are paid in full semi-annually, in 30-day sight drafts. One hundred and thirty-seven work 12 hours per day, one hundred and fifty-five 11½ hours, and two hundred and forty-four 10 hours. All have 30 minutes for lunch, except two hundred, who have 60 minutes during the long days.

LUMBER YARDS.

Three firms report 41 employés; one receives \$125 per month, one \$100, one \$30. One \$21 per week, two \$18, one \$16 50, three \$15. One receives \$4 50 per day, four \$3 50, two \$3 25, one \$3, three \$2 75, seventeen \$2 50, one \$1 50. Thirty-eight are paid weekly and three monthly. Thirty-one have 60 minutes for lunch, ten "no time specified." Twenty work 10 and eleven 9 hours, and ten from 7 A. M. to 5 P. M., with no time specified for lunch.

BUILDERS' MILL WORK.

Eight firms report 186 employés; one receives \$24 per week, one \$21, four \$19 50, one \$18, two \$16 50, two \$15, one \$14, two \$13 50, three \$12, one \$10, one \$9, one \$8, one \$7, and two \$6. One receives \$6 per day, one \$5, four \$4 50, fifteen \$4, two \$3 75, forty-three \$3 50, one \$3 33, nine \$2 25, twenty-five \$3, three \$2 75, five \$2 50, five \$2 25, twenty \$2, three \$1 75, six \$1 50, six \$1 25, three \$1, one 75 cents. One hundred and thirty-four are paid weekly and fifty-two every two weeks. One hundred and fifty-nine work 9 hours per day and twenty-seven 9½. One hundred and forty-five have 30, twenty-one have 35, and twenty have 40 minutes for lunch.

SASH AND DOOR FACTORIES.

Two firms report 43 employés; one receives \$5 per day, two \$4, two \$3 50, four \$3, two \$2 75, ten \$2 50, nine \$2, two \$1 75, three \$1 50, two \$1 25, one \$1, two 50 cents. One receives \$19 50 per week, one \$16 50, and one \$11 55. All work 9 hours, and are paid weekly. Five have 30 and thirty-eight have 35 minutes for lunch.

FURNITURE MANUFACTURING.

Six firms report 238 employés; one at \$30 per week, one \$20, two \$18, five \$16 50, four \$15, two \$3 50, one \$12, one \$11, three \$10, and one \$8. One at \$5 50 per day, six \$5, one \$4 50, six \$4, eighteen \$3 50, fifty-four \$3, thirty \$2 75, thirty-three \$2 50, five \$2 25, thirty-three \$2, and eleven \$1 75. Fifteen at \$1 50, one at \$1 25, and three at \$1 per day. They are paid weekly, and work 9 hours a day.

PICTURE FRAMES AND MOLDINGS.

Two firms report 81 employés; one at \$120 per month. Two at \$24 per week, two \$21, one \$20, three \$18, two \$16 50, fifteen \$15, one \$14, two \$13, eleven \$12, two \$10 50, two \$10, one \$9 50, four \$9, two \$8 50,

four \$8, five \$7 50, four \$5, two \$4 50, six \$4, four \$3 50, and five \$3. Seventy-four work 10 hours, and have 45 minutes for lunch, and seven work 9 hours, and have 30 minutes for lunch. All are paid weekly.

BOAT BUILDERS.

Three firms report 54 employés; one at \$5 per day, thirty-six \$4, two \$3 50, one \$3, four \$2 50, one \$2 25, five \$2, five apprentices at \$1 to \$2 per day, and three receive 50 cents per day. One receives \$5 per week and one \$4. All work 9 hours, are paid weekly, and have 60 minutes for lunch.

BRIDGE CARPENTERS.

One firm reports 40 employés at \$3 50 per day. They are all paid weekly, work 9 hours, and have 60 minutes for lunch.

HOUSE CARPENTERS.

Twelve firms report 178 employés; one receives \$5 per day, four \$4 50, one \$4, one hundred \$3 50, six \$3 25, forty \$ 20, thirteen \$3, seven \$2 75, five \$2 50, one \$1 75. All work 8 hours and are paid weekly. One hundred and sixty-five have 60 and thirteen 45 minutes for lunch.

STAIR BUILDERS.

Three firms report 22 employés; sixteen receive \$3 50 per day, one \$3, one \$2 75, three \$1 50, one \$1 75. Ten work 8 hours and twelve 9. Three have 60 minutes for lunch and nineteen have 30 minutes.

BOX FACTORIES.

Three firms report 146 employés; four receive \$4 per day, one \$3 33, thirteen \$3, two \$2 75, forty-four \$2 50, three \$2 25, forty-seven \$2, four \$1 75, three \$1 50, six \$1 25, and nineteen \$1. Ninety-eight work 10 hours and forty-eight 6 hours per day. One hundred and twenty are paid twice a month and twenty-six are paid weekly. One hundred and twenty have 60 and twenty-six have 30 minutes for lunch.

PAPER BOX FACTORIES.

Five establishments work 44 employés, paying one \$22 50 per week, seven \$18, four \$15, eight \$12, two \$11, two \$10, three \$9, five \$8, two \$7, two \$6, one \$5, six \$4, and one \$30. All are paid weekly. Twelve work 9 hours, thirty-two 10 hours, and have from 30 to 60 minutes for lunch.

JEWELERS' BOXES.

One establishment has 8 employés; one is paid \$21 per week, one \$20, two \$18, one \$10, one \$7, one \$6 50, and one \$4. They are paid weekly, work 9½ hours a day, and have 60 minutes for lunch.

SHOWCASES.

One establishment has 9 employés; one is paid \$21 per week, two \$20, two \$15, two \$13 50, one \$7, and one \$5. They work 9 hours, have 30 minutes for lunch, and are paid weekly.

MARBLE CUTTERS.

Three firms report 55 employés; one receives \$5 per day, eleven \$4, nine \$3 50, two \$3, twenty-one \$2 50, nine \$2 25, one \$1 66, one \$1 50. Forty are paid when they wish, and fifteen twice a month. Forty work 9 hours and sixteen 10 hours. All have 60 minutes for lunch.

STONE WORKS.

Three firms report 69 employés; one receives \$6 50 per day, two \$6, eighteen \$5, one \$5 50, thirty-nine \$3. Sixty-nine work 9 hours. Nineteen are paid weekly and forty every two weeks. All are allowed 60 minutes for lunch.

STONE CUTTERS.

Three firms report 27 employés; twenty-four receive \$4 per day, one \$5. Two receive \$50 per month. All work 8 hours, are paid every two weeks, and are allowed 60 minutes for lunch.

CONCRETE WALL BUILDERS.

One firm reports 30 employés; two at \$3 50 per day, four \$2 25, twenty-four \$2. All are paid weekly, all work $9\frac{1}{2}$ hours per day, and all are allowed 60 minutes for lunch.

ORNAMENTAL STONE WORK.

One firm reports 15 employés; one receives \$4 per day, three \$2 50, four \$2 25, and four \$2. All are paid every two weeks, work 10 hours a day, and have 60 minutes for lunch.

BRICKLAYERS.

Five firms report 62 employés; three receive \$7 per day, twenty-nine \$6, thirty \$3. Sixty-two work 9 hours, have 60 minutes for lunch, and are paid weekly.

PLASTERERS.

One firm reports 10 employés; all receive \$5 per day, work 8 hours, are allowed 60 minutes for lunch, and are paid weekly.

PLUMBERS.

Seven firms have 148 employés; one receives \$90 per month. Two \$21 per week, two \$18, one \$15, one \$12, one \$10, one \$9, one \$5, and one \$3. Two are employed at \$5 50 per day, two \$5, fifty-nine \$4, one \$3 75, nine \$3 50, two \$3 25, eleven \$3, three \$2 50, three \$2 25, one

\$2, one \$1 75, nine \$1 50, one \$1 25, thirty-two \$1, and one 75 cents. All are paid weekly. One hundred and thirteen work 8 hours and thirty-five 10 hours per day. One hundred and thirteen are allowed 60 minutes for lunch and thirty-five are allowed 30 minutes.

HOUSE AND SIGN PAINTERS.

Four firms report 79 employ  s; one is paid \$6 per day, one \$5, one \$4, eighteen \$3 50, fifty-two \$3, four \$2 50, one \$2, and one 66 cents. Six work 9½ hours, seventy-three 8 hours. Seventy-three have 60 and six have 30 minutes for lunch. All are paid weekly.

HOUSE DECORATORS.

Four firms report 77 employ  s; twenty receive \$4 per day, one \$3 50, and fifty-six \$3. All work 8 hours, are paid weekly, and have 60 minutes for lunch.

PRINTERS.

Twenty-six establishments report 317 employ  s; one at \$110 per month, two \$100, one \$50, and one \$25. Two at \$40 per week, one \$35, four \$30, three \$25, five \$24, three \$22, eight \$21, ten \$20, fifty-four \$18, one \$17 50, two \$17, six \$16, twenty-five \$15, one \$14 85, three \$14, two \$13 50, two \$13, eleven \$12, four \$11, three \$10 50, seventeen \$10, eleven \$9, seven \$8, three \$7 50, five \$7, one \$6 50, twelve \$6, three \$5 50, nine \$5, six \$4 50, nine \$4, four \$3 50, seven \$3, four \$2 50, and one \$1. Four at \$5 per day, seven \$4, three \$3 50, twenty-six \$3, four \$2 50, one \$2 33, six \$2, one \$1 75, three \$1 50, six \$1, and two 75 cents. All are paid weekly. Two hundred and thirty-seven work 10 hours, two 11, fifteen 9½, five 8½, eighteen 8, and forty doing piece-work have irregular hours. Two hundred and eighty-three have 60 minutes and thirty-four no definite time for lunch.

BOOK-BINDERS.

Three firms have 51 employ  s; one at \$30 per week, two \$24, one \$21, two \$20, one \$19, ten \$18, two \$15, one \$12, one \$11, five \$10, one \$9, one \$8, three \$7, three \$6, one \$5, five \$4, and five \$3. All work 10 hours, have 60 minutes for lunch, and are paid weekly.

ENGRAVERS.

Two firms report 19 employ  s; one at \$40 per week, one \$35, one \$30, one \$27, one \$21, one \$20, two \$18, three \$15, two \$11, one \$10, two \$9, one \$6, one \$4, and one \$3. Seventeen work 10 hours and two 8. All have 30 minutes for lunch, and are paid weekly.

CARD MANUFACTURING.

One establishment has 7 employ  s; one at \$20 per week, two \$15, one \$8, two \$7, and one \$6. They work 9½ hours, are allowed 1 hour for lunch, and are paid weekly.

JEWELRY AND SILVERWARE MANUFACTURING.

Two firms report 107 employ  s; one at \$54 per week, one \$45, two \$39, two \$36, two \$33, nine \$30, twelve \$27, thirteen \$24, one \$22 50, thirteen \$21, one \$19 50, fifteen \$18, one \$16, seventeen \$15, one \$13, four \$12, three \$9, two \$7 50, three \$6, one \$4 50, two \$4, and one \$2 50. All are paid weekly. Ten work 10 hours, with 30 minutes for lunch, and ninety-seven work from 7:30 A. M. to 6 P. M., with 60 minutes for lunch.

SEAL AND FUR GOODS MANUFACTURING.

Two firms report 44 employ  s; one at \$40 per week, three \$35, three \$30, twelve \$20, twenty-two \$15, and three \$12 50. All are paid weekly, work 9 hours, and have 60 minutes for lunch.

UPHOLSTERING AND BEDDING.

One firm has 18 employ  s; ten receive \$21 per week, five \$16, two \$13, one \$10, one \$7, and one \$4. They are paid weekly, work 10 hours a day, and have 60 minutes for lunch.

PIANO MANUFACTURING.

One piano factory employs 8 workmen; four receive \$21 and four \$18 per week. They are paid weekly, and work 9 hours a day, with 30 minutes for lunch. This industry has been driven almost entirely from this coast by Eastern competition.

MATHEMATICAL INSTRUMENT MAKING.

One establishment with 7 employ  s pays one \$4 a day, one \$3, one \$2 50, one \$2, one \$1 50, one \$1, and one \$3 50 per week. They are all paid weekly, work 10 hours a day, and have 60 minutes for lunch.

SAIL LOFTS.

Three firms with 20 employ  s pay sixteen \$4 per day, one \$11 50 per week, one \$10, and two \$7. They work 9 hours, have 30 minutes for lunch, and are paid weekly.

LEATHER BELTING.

One factory employs 9 hands; one at \$21 per week, two \$18, three \$16 50, one \$11 50, one \$10, and one \$8. They are paid weekly, work 10 hours per day, and have 30 minutes for lunch.

CANDY MANUFACTURERS.

Six firms report 41 employ  s; one receives \$90 per month, two \$60, one \$50, three \$40. One receives \$19 per week, one \$18, one \$15, one \$12, one \$10, one \$9, two \$7, three \$6, two \$5, three \$4 50, one \$4, four \$3 50. Two receive \$3 50 per day, five \$3, two \$2 50, one \$2 25, and three \$2. All are paid weekly. Forty work 10 hours and

one 8. Four have 60 minutes, thirty have 30 minutes, and seven have from 45 to 90 minutes for lunch.

BAGMAKERS.

Two firms report 20 employ  s; two at \$15 per week, two \$12, three \$10, five \$9, one \$8 50, four \$8, one \$7, one \$6, and one \$3 50. Six work 10 hours and fourteen 9½ hours. All have 30 minutes for lunch, and are paid weekly.

SADDLERY AND HARNESS MAKING.

Four establishments employ 204 hands; two at \$4 per day, four \$3 50, four \$3, five \$3 75, twenty-one \$2 50, fifteen \$2, four \$1 50, one \$1 25, seven \$1, six 75 cents, and four 50 cents. One hundred and thirty are employed on piece-work, twenty-seven of whom earn from \$15 to \$24 per week, eighteen from \$12 to \$14, and fifteen from \$6 to \$10. The earnings of seventy piece-workers were not given. All are paid weekly, work 10 hours a day, taking from 30 to 60 minutes for lunch.

CIGAR MANUFACTURERS.

Six firms report 141 employ  s, all doing piece-work. The average weekly earnings are given as follows: One earns \$20 per week, one \$18 60, one \$16 80, one \$16 50, one \$15 60, one \$15 30, two \$15, one \$13 50, one \$13 20, thirty-eight \$12, one \$10 50, one \$10 20, seventy \$10, nine \$9 50, one \$8 40, three \$8, three \$7 60, one \$7 15, one \$6 40, one \$6, one \$5 20, and one \$5. One hundred and thirty-two work 8½ hours and nine work 9 hours daily, taking from 30 to 60 minutes for lunch.

COTTON MILL.

One establishment has 261 employ  s. Wages range from 60 cents to \$3 50 per day. They work 10¾ hours, and have 35 minutes for lunch. Wages are paid weekly. The Superintendent of this mill says: "In the Southern States the mills and manufactories of textile fabrics are run from 11 to 13 hours per day. It is impossible to compete with them running 10 hours and pay higher wages. In Texas, Tennessee, the Carolinas, Louisiana, Kentucky, Georgia, and other States, mills are run on long time at low wages. There should be a National law for the protection of labor in the manufacture of cotton."

WOOLEN MILLS.

One firm has 141 employ  s; four are paid \$5 per day, one \$4, one \$3 60, one \$3 25, four \$3, three \$2 75, five \$2 50, two \$2 25, three \$2, two \$1 75, twenty-one \$1 50, eight \$1 45, two \$1 35, three \$1 25, seven \$1 20, one \$1 15, fourteen \$1 10, one \$1 05, twenty-six \$1, three 95 cents, nineteen 90 cents, five 85 cents, three 75 cents, two 50 cents. They work 11 hours a day, and are paid monthly, with 45 minutes allowed for lunch.

BREWERIES.

In four breweries 104 men are employed; two at \$200 per month, one \$150, one \$125, one \$130, one \$110, four \$100, two \$85, one \$80, and two \$60. Six at \$25 per week, eleven \$23, one \$20, one \$21, nineteen \$18, forty-two \$17, two \$16, and seven \$15. The working hours are from 7 A. M. to 5 P. M., with 1 hour allowed for lunch.

LEAD SMELTING.

One establishment employs 245 men; ten at \$6 per day, three \$5, two \$4 50, six \$4, ten \$3 50, twenty \$3, thirteen \$2 75, thirty-eight \$2 50, eighty-two \$2 25, sixty-one \$2. They work 10 hours, have 30 minutes for lunch, and are paid twice a month.

LEAD PAINTS.

Two firms employ 94 hands; one at \$10 per day, three \$7, two \$6, two \$4, twelve \$2 50, six \$2 25, one \$2 85, sixty \$2, one \$1 75, two \$1 50, one \$1 10, and one \$1. All work 10 hours, and have 30 minutes for lunch. One establishment pays weekly and the other both weekly and monthly.

SUGAR REFINERIES.

One firm reports 550 employes; thirty-five at \$94 per month, four hundred and eighty \$54 30, and thirty-five \$3 per day. They work 10 hours, have 60 minutes for lunch, and are paid monthly.

MILLING (FARINACEOUS GOODS).

One firm has 44 employes; one at \$125 and one at \$110 per month. One at \$25 per week, one \$21 50, one \$20, one \$19, three \$18, two \$16 50, five \$16, seven \$15, fifteen \$13 50, and six \$12. They work 9 hours a day, and are paid weekly.

COFFEE AND SPICE MILLS.

Two establishments report 26 employes; one at \$125 per month, two \$75, and one \$50. One at \$24 per week, one \$20, five \$18, one \$16, one \$15, two \$14, one \$12, two \$11, two \$10, two \$9, three \$6, and one \$4 50. They work 10 hours a day, have 30 minutes for lunch, and are paid weekly and monthly.

COCOANUT FACTORY.

One establishment has 9 employes; one at \$15, four at \$9, three at \$8 50, and one at \$3 50 per week. They work 10 hours, with 60 minutes for lunch, and are paid weekly.

MACARONI FACTORY.

One firm reports 30 employes; one at \$150 per month, one \$100, two \$90, four \$75, two \$65, fifteen \$50, and five \$40. They are paid monthly, work 10 hours a day, and have 60 minutes for lunch.

CRACKER BAKERIES.

Two firms report 157 employés; eight at \$6 a day, eight \$5, fifteen \$4, three \$3 50, thirty-three \$3, four \$2 50, eight \$2 25, eighteen \$2, seventy-nine \$1 50, seventy-four \$1 25, and seven \$1. All are paid weekly; thirty-two work 9 hours, with 60 minutes for lunch, and one hundred any twenty-five 9½ hours, with 30 minutes for lunch.

ICE MANUFACTURING.

Two establishments employ 40 hands; one at \$120, twenty-one \$80, two \$75, two \$70, and fourteen \$60. All are paid monthly. Twenty have irregular working hours, and twenty work 11 hours a day, with 50 minutes allowed for lunch.

SALT MANUFACTURING.

One establishment reports 15 employés; one at \$75 per month, five at \$8 per week, one at \$3 per day, two \$2, and six \$1 25. They work 9 hours a day, have 30 minutes for lunch, and are paid weekly.

SOAP MANUFACTURING.

Seven factories employ 142 persons; four at \$100 per month, two \$75. One at \$25 per week, two \$15, one \$14, one \$12, sixty-three \$10, three \$9, one \$8, and five \$5. Two at \$3 per day, four \$2 50, one \$2 25, ten \$2, ten \$1 75, one \$1 62, twenty-five \$1 50, and six \$1. They work 10 hours a day except on Saturday, when thirty work 9 hours and five work 8 hours. One hundred are paid weekly, eighteen semi-monthly, and twenty-four are paid monthly.

MATCH FACTORY.

One establishment reports 76 employés; one at \$2 per day, five \$1 25, and seventy \$1 15. They are paid weekly, work 10 hours a day, with an intermission of 60 minutes at noon time.

TIN-CAN MAKERS.

One firm reports 64 employés; one at \$30 per week, one \$28 85, one \$24, one \$23, one \$21, one \$19 50, five \$18, three \$15, four \$12, three \$10 50, one \$10, twenty-one 9, one \$8, four \$7 50, four \$7, five \$6, five \$5, twenty-two \$4, and sixty-seven children under fifteen years of age at \$3 to \$3 50 per week. All are paid weekly, work 9 hours, and have 30 minutes for lunch.

CIGAR-BOX MAKERS.

One firm reports 15 employés; one at \$4 per day, one \$3 60, one \$3, four \$2 25, four \$1 25, and four \$1. They are paid weekly, work 9½ hours, and have 30 minutes for lunch.

BRUSH FACTORY.

One firm employs 6 hands; one at \$20 per week, three \$4, and two \$2. They are paid weekly, work 9 hours, and have 60 minutes for lunch.

RUBBER STAMPS.

One firm employs 10 hands; two at \$18 per week, three \$16, two \$12, one \$9, one \$6, and one \$5. They are paid weekly, work 10 hours a day, and have 60 minutes for lunch.

BILL POSTERS.

One firm employs 12 men; one at 20 per week, five \$18, one \$15, two \$14, two \$12, and one \$10. They are paid weekly, and have no regular working hours.

STEAMSHIP COMPANY.

One company reports 2,036 employés—1,034 aboard vessels, and 1,002 on shore. The wages of those afloat are given as follows: Twenty captains at \$150 to \$250 per month, twenty first officers \$75 to \$100, twenty second officers \$60, twelve third officers \$50, twenty chief engineers \$125 to \$150, twenty first assistant engineers \$90, fourteen second assistant engineers \$75, nine third assistant engineers \$70, twenty pursers \$75 to \$100, fourteen freight clerks \$60 to \$70, four electricians \$75, seventeen stewards \$75 to \$90, ten second stewards \$40, twelve stewardesses \$25, twenty-seven water-tenders \$55, ninety-five firemen \$50, ten carpenters \$50, twelve boatswains \$50, two hundred and fifty-four sailors \$45, and 40 cents per hour overtime for Sundays, and all over 9 hours' average per day, sixteen watchmen \$45, twenty-two oilers \$40, seventy coal passers \$40, sixty-two cooks and bakers \$30 to \$60, two hundred and forty-eight waiters, porters, and pantrymen \$25 to \$35 per month. All employés on vessels receive board and lodging in addition to above wages.

Employed on shore are five officers at \$150 to \$200 per month, sixteen salaried agents \$80 to \$175, and twenty-five agents who work on commission. Thirty-one clerks \$50 to \$120 per month, seven watchmen \$60, fourteen laborers, laundrymen, etc., \$50 to \$75, four boys \$20 to \$30. Ship carpenters are paid \$5 per day, joiners \$4, machinists \$2 50 to \$3 50, blacksmiths \$2 50 to \$4, longshoremen 30 cents to 50 cents per hour, the number employed by the day and hour being about 900.

STEAM WHALERS.

One whaling company employs 384 men "on lays," nine months in the year. Their wages above board, lodging, and \$60 advance money paid them depend entirely upon the catch made during the season.

MEAT MARKETS.

Five firms report 99 employés; twenty-one at \$20 per week, fifteen \$18, forty-six \$17 50 to \$20, five \$15, one \$14, eight \$13 50, and three \$10. All are paid weekly. The working hours are usually from 5 A. M. to 5 P. M., with 60 to 90 minutes allowed for lunch.

BORAX WORKS.

One establishment employs 44 men; one at \$200 per month, seven at \$3 per day, four \$2 50, and thirty-two \$2. They are paid semi-monthly, work 10 hours, and have 25 minutes for lunch.

HOTELS AND RESTAURANTS.

Ten hotels (second and third class) employ 90 persons; three at \$100 per month, one \$110, six \$80, one \$75, two \$70, two \$60, seven \$50, five \$45, five \$40, four \$35, seventeen \$30, five \$25, twenty-three \$20, seven \$15, and two \$10.

Sixteen restaurants employ 220 males at the following rates of wages, with board: Three at \$100 per month, two \$90, one \$80, seven \$75, four \$70, six \$65, eleven \$60, nine \$55, thirty-one \$50, twenty-two \$45, two \$42 50, thirty-five \$40, fourteen \$35, two \$32, twenty-five \$30, thirteen \$25, twelve \$20, and three \$15. One at \$12 per week, one \$10, four \$9, and two \$6. One hundred and two are paid monthly, seventy are paid every two weeks, and thirty-eight are paid weekly. Working hours very irregular, running from 10 to 13 hours, with from 30 to 90 minutes intermission.

BARBER SHOPS.

In eleven shops 36 barbers are employed. One is paid \$50 per month, one \$20 per week, six \$18, nine \$17, seven \$16, five \$15, three \$13, one \$11, one \$10, one \$9, and one \$8 50. Twenty-nine work 11 hours, seven work 11½ hours for five days of the week, and all work 13 hours on Saturday and 5 hours on Sunday.

LAUNDRIES.

One establishment reports 254 employés—twenty-four in connection with the office, and two hundred and thirty doing laundry work. Office salaries are as follows: One is paid \$162 per month, one \$160, one \$158, one \$150, one \$146, one \$133, one \$125, one \$118, one \$92, one \$89, two \$80, one \$76 70, one \$65, one \$63, one \$50, one \$40, two \$30, two \$25, two \$21, and one \$20. The laundry workers are given board and lodging in addition to the following wages: two at \$81 per month, one \$70, two \$65, two \$55, one \$50, two \$46, one \$45, six \$40, ten \$35, one \$33, two \$32 50, fifteen \$30, four \$27 50, thirty-three \$25, one \$24, nine \$22 50, twelve \$20, eleven \$17 50, eighty-three \$15, fourteen \$12, ten \$10, one \$9, six \$7, and one \$6. Payments are made weekly and monthly.

GAS LIGHT COMPANY.

One company has 120 employés; eight at \$3 50 per day, four \$3 33, twelve \$3, ten \$2 75, fourteen \$2 50, four \$2 25, and sixty-eight \$2. Fifty-two work 12 hours, and sixty-eight work 10 hours five days of the week, and 9 hours on Saturday. All are paid semi-monthly.

TELEGRAPHERS.

One company reports 28 employés; three at \$125 per month, two \$100, ten \$90, two \$80, four \$75, one \$65, one \$45, one \$35, one \$30, and three

*25. They work 9 hours in daytime and 8 hours at night. Payments are made monthly.

ELECTRICAL WORKS.

Five establishments report 59 employés; one at \$85 per month, one \$80, two \$75, five \$60, one \$52, two \$40, three \$30, one \$25, and one \$16. One at \$24 per week, one \$19 50, one \$18, three \$17 25, one \$16, three \$15 50, four \$14, one \$10 50, one \$9 50, one \$8, one \$6, one \$4 50, one \$4, and one \$3. One at \$3 per day, three \$2 75, one \$2 25, seven \$2, and nine \$1 50. Forty-three are paid weekly, eleven semi-monthly, and five monthly. Five work $11\frac{1}{2}$ hours, twenty-four 10 hours, and thirty 9 hours. Twenty-one have 30 minutes and thirty-eight have 60 minutes for lunch.

STEAM-POWER WORKS.

One establishment has 5 employés; two at \$100 per month, two \$80, and one at \$12 per week. Four are paid monthly, and one weekly. They all work 11 hours, and have 60 minutes for the noon-day meal.

STORAGE WAREHOUSE.

One establishment employs 300 men; one hundred and fifty at 50 cents per hour, and one hundred and fifty at 25 cents. They work 9 hours a day, with 60 minutes intermission at noon time.

COLD STORAGE.

One establishment has 9 employés; one is paid \$125 per month, two \$100, one \$90, two \$70, one \$65, and two \$60. They are paid monthly, work 10 hours, and have 60 minutes for lunch.

COAL AND WOODYARDS.

Five firms report 70 employés; twenty-eight at \$60 per month, ten \$55, one \$50, one \$40, and one \$30. One at \$18 per week, four \$15, four \$14, ten \$12. Two at \$2 50 per day, eight \$2. Twenty-two work 10 hours, forty-three work $9\frac{1}{2}$, five work 8. Fifteen are paid monthly and nineteen weekly. All have 60 minutes for lunch.

BAGGAGE AND EXPRESS COMPANIES.

Four firms report 69 employés; one receives \$150 per month, one \$125, one \$100, one \$85, one \$80, five \$70, five \$65, five \$60, one \$55, six \$50, one \$40, one \$30, and one \$25. Three receive \$20 per week, four \$17 50, fourteen \$15, five \$14, three \$13, and one \$8. One is employed at \$2 25 per day, and eight at \$2. Thirty are paid semi-weekly, some monthly, 8 are paid weekly, 25 every two weeks, 6 daily and weekly. Thirty-three work 9 hours, six 12 hours, and thirty 11 hours per day. All are allowed 60 minutes for lunch.

HACK AND CARRIAGE COMPANIES.

One firm reports 28 employés at \$60 per month. Their hours of labor are very irregular. They are paid monthly. The time allowed for lunch is irregular.

DRAYMEN.

Four firms report 72 employes; three at \$150 per month, one \$100. Two at \$20 per week, two \$18, eight \$17, one \$16, twenty \$15, six \$13 50, ten \$12. Four at \$3 per day, five \$2 25, and two \$2. All are paid weekly. Six work 11½ hours, five 10½ hours, and sixty-one from 10 to 12 hours per day. Six are allowed 30 minutes for lunch, 11 are allowed 60 minutes, while 55 have no limited time for lunch.

STABLEMEN.

Five firms report 43 employes; five receive \$70 per month, ten \$60, one \$55, fourteen \$50, one \$45, and three \$40. One receives \$2 75 per day, one \$2 25, three \$2, four \$1 75. Thirty-nine are paid monthly and four are paid weekly. Six work "about 144 hours per day," the working hours of thirty-two are irregular, and four work 12 hours. Twenty-eight have 60 minutes for lunch, and fifteen have irregular time.

COMMON LABORERS (STREET AND CONTRACT WORK).

Four firms report 1,058 employes; fifteen at \$3 per day, twenty \$2 50, six hundred and ninety-two \$2, one hundred and eighty-four \$1 75, and one hundred and forty-three who are boarded and paid \$1 15. One hundred and fifty-five are paid monthly, three hundred and seventy-four every two weeks, five hundred weekly or monthly, and twenty-nine are weekly. All work 10 hours per day, and have 60 minutes for lunch.

STREET AND SEWER CONTRACTORS.

Five firms report 332 employes; twenty-four at \$6 50 per day, two \$5, nine \$4 50, eight \$4, two \$3 50, seventy-four \$3, forty-two \$2 50, thirty \$2 25, one hundred and thirty-three \$2; the following with board: one at \$2 50, four \$2, one \$1 50. Two hundred and twelve are paid weekly, one hundred and twenty-nine once in two weeks. Ninety-seven work 10 hours, one hundred and twenty 9½ hours, one hundred and fifteen 9 hours. Two hundred and fifty-two have 60 and fifty have 30 minutes for lunch.

TEACHERS' WAGES.

The following data shows, by counties, the various rates of wages paid as monthly salaries to teachers, number employed at each rate, total number males and females, average wages of each sex, and average number of months engaged during the calendar year in the public schools of the State:

ALAMEDA COUNTY.

Males: 1 at \$225; 7 at \$175; 7 at \$150; 1 at \$135; 9 at \$125; 6 at \$100; 6 at \$90; 1 at \$85; 2 at \$80; 5 at \$75; 4 at \$70; 5 at \$65; 1 at \$60; 5 at \$50.

Females: 1 at \$175; 1 at \$140; 1 at \$135; 5 at \$125; 3 at \$110; 19 at \$100; 1 at \$95; 4 at \$90; 1 at \$85; 3 at \$80; 72 at \$75; 2 at \$72 50; 73 at \$70; 16 at \$67 50; 32 at \$65; 28 at \$62 50; 38 at \$60; 12 at \$57 50; 9 at \$55; 8 at \$50; 2 at \$52 50; 3 at \$40.

Male teachers, 60; average wages, \$107 25. Female teachers, 334; average wages, \$71 08. Average number of months employed, 10¼.

ALPINE COUNTY.

Males: 1 at \$75; 1 at \$60; 1 at \$55.

Females: 1 at \$70; 1 at \$60.

Male teachers, 3; average wages, \$63 33. Female teachers, 2; average wages, \$65. Average number of months employed, 7.

AMADOR COUNTY.

Males: 4 at \$100; 4 at \$70; 2 at \$65; 1 at \$60; 3 at \$55.

Females: 3 at \$70; 4 at \$60; 9 at \$55; 41 at \$50.

Male teachers, 14; average wages, \$74. Female teachers, 57; average wages, \$52 54. Average number of months employed, 8½.

BUTTE COUNTY.

Males: 2 at \$150; 3 at \$100; 4 at \$90; 7 at \$75; 2 at \$65.

Females: 5 at \$80; 11 at \$75; 14 at \$70; 27 at \$65; 30 at \$60.

Male teachers, 18; average wages, \$89 72. Female teachers, 87; average wages, \$66 20. Average number of months employed, 8+.

CALAVERAS COUNTY.

Male teachers, 11; average wages, \$76 81. Female teachers, 47; average wages, \$58 51. Average number of months employed, 8.04.

COLUSA COUNTY.

Males: 1 at \$140; 5 at \$100; 4 at \$90; 2 at \$85; 1 at \$82 50; 4 at \$80; 2 at \$75; 1 at \$70; 2 at \$65; 2 at \$60.

Females: 11 at \$80; 3 at \$75; 7 at \$70; 1 at \$67 50; 1 at \$65; 4 at \$60.

Male teachers, 24; average wages, \$85 10. Female teachers, 27; average wages, \$72 87. Average number of months employed, 8.

CONTRA COSTA COUNTY.

Males: 5 at \$100; 2 at \$90; 2 at \$85; 1 at \$80; 1 at \$75; 1 at \$70.

Females: 2 at \$100; 2 at \$90; 6 at \$80; 7 at \$75; 12 at \$70; 18 at \$65; 13 at \$60; 1 at \$50.

Male teachers, 12; average wages, \$89 58. Female teachers, 61; average wages, \$69 26. Average number of months employed, 9.

DEL NORTE COUNTY.

Males: 1 at \$125; 1 at \$100; 1 at \$90.

Females: 2 at \$65; 6 at \$60; 2 at \$50; 1 at \$25.

Male teachers, 3; average wages, \$105. Female teachers, 11; average wages, \$55 91. Average number of months employed, 8¼.

EL DORADO COUNTY.

Males: 1 at \$100; 1 at \$90; 1 at \$70; 3 at \$65; 7 at \$60; 3 at \$55.

Females: 1 at \$70; 2 at \$65; 27 at \$60; 13 at \$55; 3 at \$50.

Male teachers, 16; average wages, \$65. Female teachers, 46; average wages, \$58 37.
Average number of months employed, 7+.

FRESNO COUNTY.

Male teachers, 56; average wages, \$78 50. Female teachers, 118; average wages, \$67 50.
Average number of months employed, 7+.

GLENN COUNTY.

Males: 1 at \$125; 1 at \$100; 4 at \$90; 1 at \$85; 4 at \$80; 2 at \$75; 4 at \$70; 1 at \$65; 2 at \$60.

Females: 4 at \$80; 5 at \$75; 5 at \$70; 8 at \$60; 1 at \$55; 1 at \$50.

Male teachers, 20; average wages, \$80 25. Female teachers, 24; average wages, \$67 92.
Average number of months employed, 8.

HUMBOLDT COUNTY.

Males: 1 at \$125; 3 at \$100; 5 at \$90; 3 at \$85; 9 at \$80; 10 at \$75; 9 at \$70; 6 at \$65; 5 at \$60.

Females: 4 at \$80; 6 at \$75; 1 at \$73; 25 at \$70; 10 at \$65; 32 at \$60; 1 at \$56; 1 at \$55; 1 at \$50.

Male teachers, 51; average wages, \$76 86. Female teachers, 81; average wages, \$65 72.
Average number of months employed, 8.

INYO COUNTY.

Males: 1 at \$95; 2 at \$90; 2 at \$85; 1 at \$80.

Females: 5 at \$80; 1 at \$75; 3 at \$65.

Male teachers, 6; average wages, \$87 50. Female teachers, 9; average wages, \$74 45.
Average number of months employed, 7½.

KERN COUNTY.

Males: 1 at \$120; 2 at \$100; 1 at \$90; 1 at \$80; 4 at \$70.

Females: 4 at \$80; 7 at \$75; 30 at \$70; 5 at \$65; 2 at \$60.

Male teachers, 9; average wages, \$62 22. Female teachers, 48; average wages, \$70 62.
Average number of months employed, 8.

LAKE COUNTY.

Males: 1 at \$77 50; 1 at \$75; 1 at \$73 33; 3 at \$70; 1 at \$65; 1 at \$60; 1 at \$55; 1 at \$53 75.

Females: 1 at \$77 50; 1 at \$77; 2 at \$75; 2 at \$73 33; 3 at \$70; 2 at \$65; 12 at \$60; 1 at \$57 50; 8 at \$55; 10 at \$50.

Male teachers, 10; average wages, \$66 95. Female teachers, 42; average wages, \$59 71.
Average number of months employed, 8.

LASSEN COUNTY.

Males: 1 at \$100; 1 at \$90; 2 at \$80; 2 at \$75; 3 at \$70; 2 at \$65; 1 at \$60.

Females: 2 at \$80; 1 at \$75; 3 at \$70; 11 at \$65; 5 at \$60; 1 at \$50.

Male teachers, 12; average wages, \$75 42. Female teachers, 23; average wages, \$65 65.
Average number of months employed, 7½.

LOS ANGELES COUNTY.

Male teachers, 84; average wages, \$96. Female teachers, 380; average wages, \$76 59.
Average number of months employed, 8½.

The following gives the number of teachers, together with their salaries, in Los Angeles City. The teachers receive pay for nine months in each year:

Males: 1 at \$135; 2 at \$120; 1 at \$100; 5 at \$75. Total, 9.

Females: 1 at \$150; 1 at \$130; 4 at \$125; 12 at \$120; 4 at \$110; 11 at \$100; 6 at \$85; 31 at \$80; 27 at \$77 50; 48 at \$75; 6 at \$70; 20 at \$65; 3 at \$55; 14 at \$50; 17 at \$25. Total, 205.

MARIN COUNTY.

Males: 1 at \$170; 1 at \$110; 1 at \$90; 3 at \$80; 1 at \$75; 1 at \$70; 1 at \$60.

Females: 1 at \$90; 4 at \$80; 2 at \$75; 6 at \$70; 3 at \$65; 19 at \$60; 3 at \$50.

Male teachers, 9; average wages, \$90 55. Female teachers, 38; average wages, \$64 86.
Average number of months employed, 8¼.

MARIPOSA COUNTY.

Males: 1 at \$85; 4 at \$80; 1 at \$75; 1 at \$70; 1 at \$65; 1 at \$60.

Females: 2 at \$75; 7 at \$70; 5 at \$65; 12 at \$60.

Male teachers, 9; average wages, \$75. Female teachers, 26; average wages, \$64 81.
Average number of months employed, 6+.

MENDOCINO COUNTY.

Males: 1 at \$120; 1 at \$110; 2 at \$100; 3 at \$90; 2 at \$85; 1 at \$80; 6 at \$75; 7 at \$70; 7 at \$65; 6 at \$60; 1 at \$57; 2 at \$55; 2 at \$50.

Females: 1 at \$100; 5 at \$75; 12 at \$70; 10 at \$65; 21 at \$60; 1 at \$56; 11 at \$55; 9 at \$50; 1 at \$45.

Male teachers, 41; average wages, \$73 95. Female teachers, 71; average wages, \$61 70. Average number of months employed, 8.

MERCED COUNTY.

Male teachers, 17; average wages, \$76. Female teachers, 35; average wages, \$70. Average number of months employed, 7½.

MODOC COUNTY.

Males: 2 at \$90; 1 at \$85; 6 at \$80; 4 at \$75; 2 at \$70; 2 at \$65.

Females: 3 at \$80; 4 at \$75; 8 at \$70; 4 at \$65; 4 at \$60; 1 at \$55.

Male teachers, 17; average wages, \$77 35. Female teachers, 24; average wages, \$68 95. Average number of months employed, 6¼.

MONO COUNTY.

Males: 1 at \$110; 1 at \$100; 1 at \$75.

Females: 3 at \$80; 2 at \$75; 2 at \$60.

Male teachers, 3; average wages, \$95. Female teachers, 7; average wages, \$72 88. Average number of months employed, 8.

MONTEREY COUNTY.

Males: 1 at \$140; 1 at \$125; 2 at \$90; 2 at \$80; 2 at \$75; 6 at \$70; 3 at \$65; 3 at \$60.

Females: 1 at \$80; 6 at \$75; 11 at \$70; 29 at \$65; 53 at \$60; 5 at \$55; 3 at \$50.

Male teachers, 20; average wages, \$77 50. Female teachers, 108; average wages, \$62 87. Average number of months employed, 8½.

NAPA COUNTY.

Males: 1 at \$150; 1 at \$100; 1 at \$80; 1 at \$75; 2 at \$70; 3 at \$65; 2 at \$60.

Females: 1 at \$100; 3 at \$75; 1 at \$70; 3 at \$65; 37 at \$60; 8 at \$55; 3 at \$50.

Male teachers, 11; average wages, \$78 18. Female teachers, 56; average wages, \$60 71. Average number of months employed, 9.

NEVADA COUNTY.

Males: 1 at \$150; 2 at \$125; 4 at \$90; 3 at \$85; 6 at \$75; 3 at \$70; 1 at \$65; 1 at \$60; 2 at \$50.

Females: 2 at \$100; 1 at \$90; 1 at \$85; 2 at \$80; 3 at \$75; 7 at \$70; 14 at \$65; 15 at \$60; 6 at \$55; 3 at \$50; 2 at \$45.

Male teachers, 23; average wages, \$82 61. Female teachers, 56; average wages, \$64 82. Average number of months employed, 8½.

ORANGE COUNTY.

Males: 1 at \$150; 1 at \$125; 1 at \$110; 4 at \$100; 1 at \$90; 1 at \$85; 5 at \$80; 2 at \$75; 3 at \$70; 3 at \$65; 3 at \$60.

Females: 2 at \$100; 1 at \$95; 1 at \$85; 4 at \$80; 8 at \$75; 29 at \$70; 1 at \$65; 5 at \$60.

Male teachers, 25; average wages, \$83 80. Female teachers, 51; average wages, \$72 45. Average number of months employed, 9+.

PLACER COUNTY.

Male teachers, 19; average wages, \$80. Female teachers, 52; average wages, \$65 70. Average number of months employed, 8+.

PLUMAS COUNTY.

Male teachers, 10; average wages, \$76. Female teachers, 20; average wages, \$66. Average number of months employed, 6¼.

SACRAMENTO COUNTY.

Males: 1 at \$250; 1 at \$175; 1 at \$150; 1 at \$125; 2 at \$100; 1 at \$80; 1 at \$75; 2 at \$70; 2 at \$65; 2 at \$50.

Females: 1 at \$175; 1 at \$150; 2 at \$110; 4 at \$100; 3 at \$85; 11 at \$80; 28 at \$75; 18 at \$70; 1 at \$67; 23 at \$65; 45 at \$60; 4 at \$55; 1 at \$52; 23 at \$40; 4 at \$25.

Male teachers, 14; average wages, \$101 78. Female teachers, 169; average wages, \$65 05. Average number of months employed, 9+.

SAN BENITO COUNTY.

Males: 1 at \$125; 1 at \$100; 2 at \$90; 1 at \$80; 1 at \$75; 4 at \$70; 1 at \$65; 1 at \$60; 1 at \$55; 2 at \$50.

Females: 1 at \$80; 2 at \$75; 2 at \$70; 6 at \$65; 19 at \$60; 3 at \$55; 4 at \$50.

Male teachers, 15; average wages, \$74 66. Female teachers, 37; average wages, \$61 22. Average number of months employed, 8½.

SAN BERNARDINO COUNTY.

Male teachers, 34; average wages, \$103 41. Female teachers, 131; average wages, \$71 82. Average number of months employed, 7¾.

SAN DIEGO COUNTY.

Males: 1 at \$130; 1 at \$125; 2 at \$115; 1 at \$110; 6 at \$100; 1 at \$90; 3 at \$80; 3 at \$75; 15 at \$70; 1 at \$67 50; 8 at \$65; 12 at \$60.

Females: 5 at \$100; 2 at \$95; 65 at \$75; 1 at \$71; 22 at \$70; 27 at \$65; 1 at \$63; 2 at \$62 50; 47 at \$60; 3 at \$55; 5 at \$50; 1 at \$40.

Male teachers, 54; average wages, \$76 06. Female teachers, 181; average wages, \$68 47. Average number of months employed, 8.

SAN FRANCISCO CITY AND COUNTY.

Males: 2 at \$250; 6 at \$200; 5 at \$175; 1 at \$165; 7 at \$155; 6 at \$150; 4 at \$140; 2 at \$130; 8 at \$125; 3 at \$120; 2 at \$110; 2 at \$100; 3 at \$80; 1 at \$75; 4 at \$60; 12 at \$50.

Females: 1 at \$250; 9 at \$175; 1 at \$165; 1 at \$160; 4 at \$155; 4 at \$150; 7 at \$140; 11 at \$135; 14 at \$130; 15 at \$125; 3 at \$120; 10 at \$110; 4 at \$100; 3 at \$90; 308 at \$80; 26 at \$77; 3 at \$75; 26 at \$74; 18 at \$71; 1 at \$70; 108 at \$68; 33 at \$65; 20 at \$62; 1 at \$60; 41 at \$59; 37 at \$56; 30 at \$53; 47 at \$50; 1 at \$25.

Male teachers, 68; average wages, \$124 71; female teachers, 787; average wages, \$77 57.

Paid 12 months in the year. School year, 205 days.

Also 36 day-school substitutes—females—paid \$3 per day when teaching, and \$1 per day while waiting; and 6 evening-school substitutes—2 males and 4 females—paid \$2 50 per day when teaching, and \$1 per day while waiting.

SAN JOAQUIN COUNTY.

Males: 1 at \$240; 1 at \$160; 2 at \$140; 1 at \$125; 1 at \$120; 1 at \$115; 1 at \$110; 5 at \$90; 1 at \$85; 5 at \$80; 5 at \$75; 5 at \$70.

Females: 2 at \$120; 4 at \$100; 3 at \$90; 14 at \$80; 30 at \$75; 9 at \$70; 16 at \$65; 24 at \$60; 5 at \$55; 2 at \$50.

Male teachers, 29; average wages, \$96 90. Female teachers, 109; average wages, \$71 24. Average number of months employed, 9¼.

SAN LUIS OBISPO COUNTY.

Males: 2 at \$150; 4 at \$100; 2 at \$90; 1 at \$80; 2 at \$75; 8 at \$65; 5 at \$60.

Females: 2 at \$100; 3 at \$75; 48 at \$65; 35 at \$60; 1 at \$55; 1 at \$50.

Male teachers, 24; average wages, \$80 41. Female teachers, 90; average wages, \$75. Average number of months employed, 8½.

SAN MATEO COUNTY.

Males: 1 at \$125; 1 at \$120; 1 at \$100; 1 at \$90; 1 at \$80; 1 at \$70.

Females: 1 at \$115; 1 at \$80; 1 at \$75; 8 at 70; 7 at \$65; 16 at \$60; 9 at \$55; 8 at \$50.

Male teachers, 6; average wages, \$97 50. Female teachers, 51; average, wages \$61 51. Average number of months employed, 9.

SANTA BARBARA COUNTY.

Male teachers, 22; average wages, \$80. Female teachers, 73; average wages, \$62. Average number of months employed, 8¾.

SANTA CLARA COUNTY.

Males: 1 at \$200; 2 at \$150; 1 at \$140; 1 at \$130; 1 at \$125; 5 at \$120; 1 at \$110; 2 at \$100; 2 at \$90; 4 at \$80; 1 at \$73; 2 at \$70; 3 at \$65; 1 at \$60; 1 at \$50.

Females: 2 at \$120; 2 at \$110; 1 at \$90; 2 at \$80; 13 at \$78; 14 at \$75; 24 at \$73; 39 at \$70; 25 at \$65; 45 at \$60; 10 at \$55; 9 at \$50.

Male teachers, 28; average wages, \$100 82. Female teachers, 186; average wages, \$67 64. Average number of months employed, 9¾.

SANTA CRUZ COUNTY.

Males: 1 at \$175; 1 at \$130; 5 at \$100; 1 at \$90; 3 at \$80; 1 at \$60.

Females: 1 at \$100; 3 at \$80; 1 at \$75; 7 at \$70; 5 at \$65; 26 at \$60; 8 at \$57 50; 20 at \$55; 20 at \$50.

Male teachers, 12; average wages, \$99 58. Female teachers, 91; average wages, \$56 59. Average number of months employed, 9¼.

SHASTA COUNTY.

Male teachers, 29; average wages, \$75. Female teachers, 74; average wages, \$64. Average number of months employed, 7½.

SIERRA COUNTY.

Males: 2 at \$100; 1 at \$90; 1 at \$85; 2 at \$80; 2 at \$70; 1 at \$65; 1 at \$60.

Females: 1 at \$80; 2 at \$75; 9 at \$65; 4 at \$60.

Male teachers, 10; average wages, \$80. Female teachers, 16; average wages, \$65 94.
Average number of months employed, 7 $\frac{1}{4}$.

SISKIYOU COUNTY.

Males: 1 at \$115; 1 at \$110; 1 at \$100; 3 at \$90; 2 at \$85; 10 at \$80; 8 at \$75; 1 at \$72 50; 2 at \$70; 5 at \$65; 2 at \$60.

Females: 2 at \$85; 4 at \$80; 3 at \$75; 8 at \$70; 1 at \$66 25; 13 at \$65; 1 at \$62 66; 1 at \$61 25; 9 at \$60.

Male teachers, 36; average wages, \$78 40. Female teachers, 42; average wages, \$67 86.
Average number of months employed, 7 $\frac{3}{4}$.

SOLANO COUNTY.

Males: 4 at \$150; 1 at \$125; 4 at \$100; 2 at \$90; 1 at \$80; 1 at \$70; 3 at \$65.

Females: 3 at \$125; 1 at \$115; 3 at \$80; 5 at \$75; 16 at \$70; 27 at \$65; 14 at \$60; 5 at \$55; 7 at \$50.

Male teachers, 16; average wages, \$103 12. Female teachers, 81; average wages, \$67 22.
Average number of months employed, 8 $\frac{1}{2}$.

SONOMA COUNTY.

Male teachers, 30; average wages, \$82 26. Female teachers, 163; average wages, \$56 35.
Average number of months employed, 8 $\frac{3}{10}$.

STANISLAUS COUNTY.

Male teachers, 18; average wages, \$86 58. Female teachers, 51; average wages, \$65 10.
Average number of months employed, 8 $\frac{1}{2}$.

SUTTER COUNTY.

Male teachers, 17; average wages, \$80 58. Female teachers, 25; average wages, \$68 20.
Average number of months employed, 7 $\frac{1}{4}$.

TEHAMA COUNTY.

Male teachers, 13; average wages, \$82 33. Female teachers, 62; average wages, \$67 25.
Average number of months employed, 7 $\frac{1}{4}$.

TRINITY COUNTY.

Males: 1 at \$85; 1 at \$80; 1 at \$70.

Females: 1 at \$100; 2 at \$80; 1 at \$75; 5 at \$70; 6 at \$65.

Male teachers, 3; average wages, \$78 33. Female teachers, 15; average wages, \$71 66.
Average number of months employed, 7 $\frac{1}{2}$.

TULARE COUNTY.

Males: 2 at \$150; 1 at \$135; 1 at \$125; 1 at \$115; 3 at \$110; 6 at \$100; 1 at \$95; 3 at \$90; 4 at \$85; 9 at \$80; 11 at \$75; 11 at \$70; 3 at \$65; 1 at \$60.

Females: 3 at \$100; 1 at \$90; 5 at \$85; 7 at \$80; 48 at \$75; 22 at \$70; 22 at \$65; 3 at \$60.

Male teachers, 57; average wages, \$85 61. Female teachers, 111; average wages, \$73 20.
Average number of months employed, 7.

TUOLUMNE COUNTY.

Males: 1 at \$87 50; 1 at \$85; 1 at \$80; 1 at \$75; 1 at \$70.

Females: 1 at \$100; 2 at \$75; 3 at \$65; 19 at \$60; 7 at \$55; 1 at \$50.

Male teachers, 5; average wages, \$79 50. Female teachers, 33; average wages, \$61 21.
Average number of months employed, 7 $\frac{3}{4}$.

VENTURA COUNTY.

Males: 1 at \$140; 1 at \$135; 2 at \$100; 2 at \$80; 3 at \$75; 4 at \$70; 5 at \$65.

Females: 2 at \$100; 1 at \$75; 5 at \$70; 5 at \$65; 39 at \$60; 2 at \$50.

Male teachers, 18; average wages, \$81 39. Female teachers, 54; average wages, \$62 73.
Average number of months employed, 8 $\frac{1}{2}$.

YOLO COUNTY.

Male teachers, 16; average wages, \$81. Female teachers, 62; average wages, \$70.

YUBA COUNTY.

Male teachers, 16; average wages, \$76 31. Female teachers, 36; average wages, \$67 39.
Average number of months employed, 7 $\frac{1}{2}$.

EARNINGS OF PIECE-WORKERS.

BI-WEEKLY EARNINGS OF FEMALE PIECE-WORKERS,

On Shirts and Overalls, for the Year ending June 30, 1892.

1891-1892.	Age 24. Single.	Age 22. Single.	Age 35. Married.	Age 30 Married.	Age 23. Single.	Age 25. Single.	Age 24. Single.	Age 20. Single.
July	\$22 05	\$19 50	\$13 25	\$16 10	\$10 10	\$13 20	\$18 95	\$13 05
August	20 15	16 80	16 05	16 45	13 85	12 95	17 80	13 80
September	19 95	18 05	15 45	13 65	13 95	14 95	18 80	15 15
October	24 45	19 55	14 10	17 25	14 25	15 20	18 90	15 00
November	13 20	10 30	12 85	14 00	9 00	10 50	14 25	11 40
December	21 30	17 20	13 60	11 00	14 90	15 50	18 10	14 20
January	18 35	15 80	7 70	11 55	13 75	11 15	14 80	11 10
February	24 85	18 00	16 30	3 20	12 05	8 15	20 10	15 00
March	19 60	15 40	14 25		9 45	10 95	16 40	10 05
April	15 05	13 50	13 65	13 70	15 95	9 60	13 50	13 00
May	19 75	18 95	10 95	16 80	9 45	8 05	14 95	10 15
June	21 25	14 80	15 80	16 90	9 60	15 10	11 05	5 70
Earnings for year.....	\$509 25	\$401 20	\$343 20	\$349 10	\$299 20	\$281 30	\$395 30	\$288 65
Average per week.....	9 79	7 72	6 60	6 71	5 75	5 41	7 60	5 55

1891-1892.	Age 35. Married.	Age 21. Single.	Age 30. Single.	Age 20. Single.	Age 16. Single.	Age 26. Single.	Age 18. Single.	Age 24. Single.
July	\$16 85	\$17 25	\$12 70	\$15 75	\$9 71	\$11 95	\$14 20	\$3 85
August	6 75	16 20	14 20	16 05	8 90	20 10	15 70	4 75
September	18 00	15 75	15 85	15 85	9 90	18 15	12 45	15 45
October	19 50	17 75	13 50	13 50	10 80	21 33	13 85	17 15
November	11 55	13 10	15 85	14 15	7 25	12 85	9 90	18 50
December	13 90	16 75	16 55	17 75	8 95	18 00	11 35	13 40
January	5 80	12 20	11 65	13 40	9 05	16 00	9 70	14 55
February	15 05	16 20	15 20	20 80	12 95	14 85	11 00	9 95
March	14 20	13 80	12 75	12 70	6 85	14 40	10 45	10 65
April	14 25	13 50	15 25	12 15	8 85	13 05	10 20	17 55
May	9 15	11 75	11 50	11 75	9 05	13 20	2 90	11 75
June	4 65	17 70	6 95	12 20	10 90	17 70	4 75	22 10
Earnings for year.....	\$308 95	\$363 55	\$303 05	\$391 60	\$242 06	\$363 43	\$292 80	\$307 45
Average per week.....	5 94	6 99	5 83	7 53	4 65	6 99	5 63	5 91

REPORT OF BUREAU OF LABOR STATISTICS.

BI-WEEKLY EARNINGS OF FEMALE PIECE-WORKERS—Continued.

1891-1892.	Age 22. Single.	Age 24. Single.	Age 30. Single.	Age 26. Single.	Age 22. Single.	Age 23. Single.	Age 22. Single.	Age 18. Single.
July -----	\$9 45 19 25	\$12 60 13 90	\$15 15 18 35	\$16 90 13 95	\$17 10 16 95	\$18 05 17 35	\$14 05 18 45	\$9 30 8 75
August -----	15 90 18 90	13 70 14 40	15 30 19 95	22 30 22 80	19 15 25 65	18 15 18 50	17 90 21 10	10 35 10 10
September -----	12 90 17 65	9 35 13 50	8 80 16 05	14 35 21 20	14 65 19 75	15 60 20 20	13 85 18 80	7 05 9 00
October -----	15 10 18 70	10 80 6 35	15 75 16 05	14 70 21 35	17 40 17 75	16 45 20 20	13 25 16 75	8 25 10 80
November -----	13 70 9 75	9 05 9 70	13 20 3 25	11 90 16 25	15 45 15 05	15 45 16 45	13 65 12 40	8 60 7 30
December -----	9 70 10 45	9 60 4 50	----- 5 80	12 45 -----	11 55 18 55	14 05 21 15	10 95 6 75	8 20 2 80
January -----	6 40 10 15	----- 12 60	----- -----	----- -----	13 20 18 00	12 70 12 05	----- 13 35	7 95 10 40
February -----	17 60 12 80	13 30 10 00	13 75 9 20	18 30 16 95	17 60 15 85	8 05 15 85	15 15 15 40	10 90 10 00
March -----	20 40 16 80	15 15 16 40	18 20 18 60	25 05 22 10	19 65 20 60	22 10 25 15	21 60 17 45	11 85 13 25
April -----	16 10 14 25	14 40 12 80	16 70 14 35	20 20 20 10	19 75 17 50	25 70 22 95	17 50 9 35	9 60 8 85
May -----	12 00 14 80	9 20 11 60	8 50 15 25	13 20 20 20	14 10 16 85	16 15 22 15	9 20 17 25	6 95 5 95
June -----	16 00 20 00	10 80 16 30	12 20 20 70	18 20 22 25	14 40 26 35	18 75 29 00	14 85 22 00	7 50 9 95
Earnings for year ----	\$348 75	\$270 00	\$295 10	\$384 70	\$422 85	\$442 20	\$351 00	\$213 65
Average per week ----	6 70	5 19	5 67	7 40	8 13	8 50	6 75	4 11
1891-1892.	Age 20. Single.	Age 19. Single.	Age 22. Single.	Age 21. Single.	Age 23. Single.	Age 25. Single.	Age 22. Single.	Age 17. Single.
July -----	\$20 30 19 50	\$15 60 16 65	\$16 00 15 70	\$15 40 17 30	\$12 30 12 20	\$5 55 10 70	\$2 75 14 90	\$20 60 13 90
August -----	13 35 24 15	13 75 21 25	18 65 16 60	18 85 19 40	18 00 18 00	20 05 17 20	18 70 13 70	11 60 11 65
September -----	5 55 18 05	10 95 15 70	13 60 16 20	13 50 17 90	14 40 18 15	12 90 17 20	12 00 17 00	----- 11 90
October -----	15 10 20 05	19 75 9 10	14 65 17 15	16 60 18 40	13 70 15 20	14 00 16 65	11 50 12 00	10 70 11 40
November -----	14 00 11 75	12 75 10 80	12 75 15 15	14 55 14 80	10 15 12 05	15 10 10 95	11 20 11 95	5 00 6 70
December -----	10 35 6 30	12 00 13 25	9 90 12 90	12 30 17 00	8 70 13 30	10 30 1 75	10 10 3 30	6 35 8 90
January -----	6 15 15 55	9 15 18 70	10 95 16 50	11 65 17 35	10 10 17 15	11 90 11 40	----- -----	5 10 13 30
February -----	19 10 16 95	15 60 11 80	14 60 14 40	16 40 14 95	14 60 13 80	12 85 14 45	13 50 7 30	12 50 13 10
March -----	11 40 16 00	8 45 15 60	18 50 21 45	20 95 21 65	19 25 20 50	21 05 20 00	19 50 15 35	15 05 16 85
April -----	20 55 18 20	11 55 15 05	17 60 17 40	18 45 18 25	15 80 14 40	16 55 15 10	16 35 13 50	13 60 13 85
May -----	14 05 18 50	13 15 13 70	13 90 17 60	10 70 17 45	11 25 14 35	9 90 14 55	7 80 11 60	13 75 7 90
June -----	19 15 13 20	7 30 8 50	18 10 22 35	17 30 24 05	13 80 13 40	12 50 -----	12 00 8 30	11 60 8 25
Earnings for year ----	\$384 25	\$320 10	\$382 60	\$405 15	\$344 55	\$312 60	\$264 30	\$263 55
Average per week ----	7 39	6 16	7 36	7 79	6 63	6 01	5 08	5 07

BI-WEEKLY EARNINGS OF FEMALE PIECE-WORKERS—Continued.

1891-1892.	Age 25. Single.	Age 21. Single.	Age 23. Single.	Age 25. Single.	Age 16. Single.	Age 30. Single.	Age 17. Single.	Age 24. Single.
July	\$18 80 21 65	\$9 60 10 30	\$12 10 13 25	\$13 80 15 40	\$13 15 14 45	\$12 55 14 05	\$14 30 15 25	\$23 60 11 20
August	26 60 20 15	9 35 11 30	10 85 13 75	14 10 17 45	14 45 13 45	10 95 14 95	16 45 16 40	16 65 21 45
September	17 00 22 20	7 20 6 50	7 85 6 65	10 95 9 95	9 95 11 30	11 20 18 35	10 70 16 00	13 55 25 20
October	18 70 23 05	4 00 13 00	12 95 14 60	11 90 14 30	12 15 14 30	12 55 13 90	13 00 15 90	19 10 22 85
November	18 85 19 20	7 00 6 10	11 45 11 45	9 55 11 15	11 65 10 75	13 75 12 20	11 70 12 20	16 30 16 30
December	16 80 25 05	4 65	10 05	8 60	11 15		10 70	16 50
January	15 90 20 05		5 50	14 75	12 40		15 80	25 45
February	21 10 18 25	10 50 9 15	3 70 5 90	9 90	10 40		9 80	16 00
March	26 50 26 25	15 70 15 75	5 90 13 35	7 30	13 80		12 00	19 25
April	23 50 22 00	13 20 7 45	13 15 12 45	10 50 13 50	15 20 13 40	13 60 10 80	10 60 12 35	22 05 16 10
May	14 80 23 20	5 45 10 65	13 15 13 60	17 40 18 95	12 25 15 55	10 80 16 00	12 35 10 85	16 10 24 55
June	20 20 28 10	8 75 11 50	13 60 16 40	13 95 22 00	11 35 16 80	14 80 16 00	12 60 17 90	22 25 25 25
Earnings for year	\$507 90	\$197 10	\$274 80	\$331 40	\$312 00	\$276 45	\$322 70	\$470 35
Average per week	9 77	3 79	5 28	6 37	6 00	5 32	6 21	9 05
1891-1892.	Age 38. Married.	Age 28. Single.	Age 19. Single.	Age 17. Single.	Age 20. Single.	Age 18. Single.	Age 24. Single.	Age 25. Single.
July	\$16 60 14 65	\$15 25 15 40	\$20 40 19 85	\$12 60 13 10	\$12 20 12 85	\$14 00 12 00	\$21 00 24 50	\$13 15 16 40
August	16 60 16 45	17 95 18 10	13 60 2 90	11 55 11 20	14 45 14 90	15 50 13 20	19 40 5 85	16 35 16 10
September		13 00	13 70	7 00	11 05	7 70	16 20	7 15
October	3 65 16 35	16 00 14 35	16 25 15 60	11 90 10 65	14 60 13 40		24 75 19 55	6 15 15 25
November	17 90 15 45	18 20 5 30	18 25 14 70	10 10 5 00	16 25 13 15		21 00 17 90	17 55 14 05
December	14 10 11 35	8 15 11 95	14 15 11 65	6 55 6 40	13 45 11 05		19 95 18 65	7 55 10 25
January	10 60 9 55	13 40 11 50	12 75 11 15	10 60 5 80	10 65 11 35		27 20 14 75	11 00 7 30
February	14 45 14 25	17 25 17 10	16 35 18 35	16 65 14 00	14 15 11 25		21 60 18 00	17 50 17 00
March	14 85 19 05	14 85 21 20	11 80 8 00	10 15 17 10	13 00 20 25	17 25 11 80	21 15 23 75	14 75 13 60
April	18 85 18 15	20 10 17 10	8 55 24 20	16 70 12 75	19 05 16 55	10 10 18 85	25 55 23 95	20 00 16 50
May	17 65 7 50	13 60 12 55	15 35 95	13 20 11 25	18 90 12 10	14 70 17 30	24 10 19 20	17 65 12 50
June	17 55 16 00	14 70 20 10		9 05 14 10	17 70 24 45	13 30 14 15	21 60 25 25	13 00 18 00
Earnings for year	\$339 20	\$362 40	\$299 55	\$269 85	\$354 00	\$191 55	\$500 14	\$337 00
Average per week	6 52	6 97	5 76	5 19	6 81	3 68	9 62	6 48

REPORT OF BUREAU OF LABOR STATISTICS.

BI-WEEKLY EARNINGS OF FEMALE PIECE-WORKERS—Continued.

1891-1892.	Age 27. Married.	Age 17. Single.	Age 32. Married.	Age 29. Single.	Age 28. Single.	Age 17. Single.	Age 19. Single.	Age 22. Single.
July -----	\$17 80 16 60	\$21 10 21 60	\$17 40 4 95	\$12 25 17 50	\$13 10 13 50	\$13 10 13 80	\$19 90 19 40	\$18 75 21 00
August -----	17 10 18 10	22 70 21 75	17 80 16 50	12 50 18 45	15 40 15 75	13 15 15 85	17 05 21 10	21 15 22 50
September -----	14 80 19 75	8 40 9 80	7 90 18 50	14 10 15 70	12 45 16 95	11 15 18 20	13 15 20 30	13 75 19 40
October -----	16 50 16 50	18 85 25 30	14 10 17 15	16 75 14 90	12 75 16 95	13 45 17 70	16 20 19 65	19 25 20 45
November -----	17 40 15 85	20 65 18 35	----- -----	17 00 10 35	----- -----	12 85 13 60	15 90 13 60	13 95 15 05
December -----	13 95 14 90	16 10 23 90	----- -----	8 55 5 80	----- -----	12 05 12 50	5 40 15 50	11 85 11 25
January -----	14 55 20 05	15 15 22 95	----- -----	7 95 18 45	9 90 17 20	10 55 17 20	14 10 19 35	13 15 17 05
February -----	19 05 15 60	23 05 19 00	16 60 13 30	14 40 14 35	15 05 8 55	15 50 13 50	20 80 17 05	18 35 19 95
March -----	7 80 -----	25 10 27 75	21 10 21 45	20 20 18 40	14 80 18 15	19 80 19 10	21 75 19 50	18 55 21 05
April -----	17 95 15 50	21 80 20 70	18 55 15 10	16 00 19 60	14 95 14 20	17 40 16 25	19 15 22 10	20 55 19 00
May -----	11 90 16 05	11 50 95	11 60 18 25	8 00 17 60	7 90 12 45	15 20 14 70	10 15 18 95	11 70 8 00
June -----	15 95 23 90	7 90 23 55	16 50 23 80	16 10 19 70	12 35 15 90	14 60 24 70	17 65 21 45	18 45 24 50
Earnings for year ----	\$377 55	\$447 90	\$290 55	\$354 60	\$278 25	\$365 90	\$419 15	\$418 65
Average per week ----	7 26	8 61	5 59	6 82	5 35	7 04	8 06	8 05
1891-1892.	Age 32. Married.	Age 26. Single.	Age 28. Single.	Age 23. Single.	Age 15. Single.	Age 22. Single.	Age 19. Single.	Age 25. Single.
July -----	\$19 60 18 75	\$20 65 24 25	\$21 35 23 05	\$15 75 12 35	\$10 40 10 30	\$3 80 7 75	\$21 65 21 30	\$14 50 13 50
August -----	20 25 19 25	19 50 8 00	20 15 24 25	12 15 13 35	7 35 11 25	5 30 -----	21 95 22 40	14 10 13 30
September -----	16 00 18 55	16 40 19 35	13 65 23 95	12 30 16 85	8 40 11 25	----- -----	12 45 22 35	----- -----
October -----	17 50 -----	15 05 20 90	15 20 27 50	14 30 17 35	9 80 11 80	9 55 9 25	16 05 22 90	10 15 13 95
November -----	18 65 16 45	11 75 15 65	20 55 16 20	14 45 14 35	9 20 9 25	7 60 5 60	18 90 17 00	11 50 11 10
December -----	14 55 18 30	11 25 16 25	17 20 18 85	12 40 8 00	9 85 11 20	6 85 9 85	16 35 19 20	10 35 9 80
January -----	12 75 18 65	10 20 21 05	17 25 21 50	8 25 17 15	9 40 11 35	6 95 10 00	13 85 8 00	9 20 11 65
February -----	16 75 16 20	16 30 17 75	20 80 19 30	12 80 1 90	12 15 11 85	5 50 2 75	20 35 16 15	9 20 10 40
March -----	22 10 24 00	22 00 23 05	24 20 24 55	18 50 20 55	15 30 17 15	10 85 12 25	24 55 23 85	15 20 12 80
April -----	23 70 20 45	19 85 21 80	22 40 24 25	11 60 14 75	14 20 13 55	8 40 9 50	23 15 20 90	14 90 13 40
May -----	15 30 19 35	15 25 18 30	14 40 25 35	13 90 19 55	11 70 11 45	5 75 8 50	14 65 19 60	9 70 13 00
June -----	18 65 27 75	22 25 21 50	25 80 25 55	12 95 22 05	14 30 16 30	10 25 11 65	20 05 22 65	13 25 16 40
Earnings for year ----	\$433 50	\$428 30	\$507 25	\$337 55	\$278 75	\$167 90	\$460 25	\$271 35
Average per week ----	8 33	8 24	9 75	6 49	5 36	3 23	8 85	5 22

BI-WEEKLY EARNINGS OF FEMALE PIECE-WORKERS—Continued.

1891-1892.	Age 20. Single.	Age 22. Single.	Age 25. Single.	Age 19. Single.	Age 23. Married.	Age 21. Single.	Age 25. Single.	Age 32. Single.
July -----	\$16 45 17 35	\$8 75 14 25	\$19 40 19 40	\$14 20 13 25	\$20 25 15 75	\$12 75 12 10	\$12 05 13 05	\$12 50 11 70
August -----	13 95 12 65	11 65 11 65	22 50 22 50	12 55 12 55	19 65 19 65	12 65 12 65	11 00 11 00	12 40 17 20
September -----	14 00 8 20	15 30 15 15	15 65 11 25	14 55 12 40	19 25 11 90	14 55 11 65	11 80 8 85	15 50 12 65
October -----	9 30 10 25	15 90 12 00	15 10 15 75	9 90 15 75	17 55 14 85	10 20 14 85	14 95 11 10	13 95 16 65
November -----	9 10 8 95	9 25 9 60	15 75 11 20	18 35 10 70	13 60 10 70	----- 10 70	5 70 -----	12 30 13 65
December -----	9 90 5 55	12 25 12 30	8 00 8 25	5 10 7 10	17 10 13 35	----- 10 85	8 80 9 40	12 85 11 50
January -----	13 30 12 50	12 30 17 15	17 50 14 85	13 00 12 35	18 20 16 75	16 50 15 05	13 55 14 00	21 00 16 45
February -----	11 60 16 65	16 40 16 10	15 20 20 00	12 05 16 35	14 20 27 05	12 95 26 65	11 10 15 80	19 70 30 55
March -----	17 25 16 55	22 20 15 40	18 55 17 90	14 95 14 55	22 05 22 25	23 60 20 10	15 30 14 50	31 30 21 40
April -----	13 20 9 20	14 30 10 25	9 25 14 80	13 55 9 05	19 95 12 30	15 30 11 75	13 45 9 15	24 50 17 90
May -----	16 40 11 70	12 50 14 15	13 00 17 75	12 35 12 35	17 25 17 25	12 65 10 70	12 95 12 95	16 60 13 75
June -----	21 15	20 55	11 70	15 50	21 95	16 30	-----	20 30
Earnings for year ----	\$295 15	\$330 55	\$366 60	\$277 20	\$418 85	\$300 25	\$259 80	\$409 70
Average per week ----	5 68	6 36	7 05	5 33	8 05	5 77	5 00	7 88

GENERAL CONDITION OF WAGE-WORKERS.

GENERAL SUMMARY.

Of the 3,493 individual wage-workers interviewed, 3,313 stated their nativity. There were 1,939 born in the United States and 1,374 foreign born. Of the Americans, 994 were natives of California; 175 were born in New York, 72 in Massachusetts, 50 in Ohio, 42 in Pennsylvania, 40 in Illinois, 37 in Maine, 30 in Missouri, 16 in Wisconsin, 16 in Nevada, 14 in Maryland, 12 in New Jersey, 12 in New Hampshire, 11 in Indiana, 11 in Kentucky, 10 in Michigan, 10 in Oregon, 8 in Louisiana, 8 in Tennessee, 7 in Washington, 6 in Arizona, 6 in Iowa, 5 in Connecticut, 5 in Delaware, 4 in Georgia, 4 in Rhode Island, 4 in Wyoming, 3 in Vermont, 3 in Colorado, 3 in the District of Columbia, 2 in Kansas, 2 in North Carolina, 2 in Mississippi, 2 in Texas, 1 each in Massachusetts, Virginia, Utah, South Carolina, West Virginia, and Alabama. The remaining 307 give their nativity simply as the United States.

Of the 1,374 foreign born, 304 were from Ireland, 298 from Germany, 166 from England, 143 from Sweden, 65 from Canada, 55 from Norway, 54 from Scotland, 38 from Denmark, 35 from Switzerland, 28 from France, 27 from Italy, 21 from Australia, 20 from Nova Scotia, 17 from Austria, 14 from Russia, 10 from Finland, 18 from Portugal, 7 each from Poland, New Brunswick, and Prince Edward Island, 5 from Mexico and 5 from Hungary, 4 each from Wales, New Zealand, Belgium, and Holland, 3 each from Azores, Alsace, and Bavaria, 2 each from Bohemia, India, and the Atlantic Ocean, and 1 each from Cuba, Isle of Man, Servia, Spain, Hawaii, Panama, West Indies, Peru, and Ontario.

Of the total number, 2,895 stated their age. Of these, 140 were fifteen years of age and under; 646 were over fifteen and less than twenty-one; 687 were over twenty, but less than twenty-six; 43 were over twenty-five, but less than thirty-one; 225 were over thirty, but less than thirty-six; 296 were over thirty-five, but less than forty-one; 201 were over forty, but less than forty-six; 128 were over forty-six, but less than fifty-one; and 171 were more than fifty years old. There were 1,874 who were not more than thirty years old, while 1,021 were over that age. Of the total number, 2,237 were single, 984 married, and 361 did not state condition. Reference to the tables will show that a small percentage of those under thirty are married, while but a small percentage of those over thirty are single. Early marriages are not frequent among the working classes, and this explains the meager answers obtained with reference to home conditions. It is a common practice for both boys and girls to give a portion of their earnings to their parents. Where there is little change in temperature between the winter and summer months, outdoor life is possible at all times, and this lessens the necessity for indoor amusements and associations which form so strong a home-tie for the Eastern boy or girl. A vigorous climate drives them indoors, and the home and living conditions must be regulated accordingly.

Here the boarding house, restaurant, and lodging house serve as homes for thousands. It is cheaper and more convenient to live in this way, and the disposition among all classes to keep house grows less and less each year.

The working day varies greatly in length, running from 8 to 12 hours. In the majority of cases, 9 hours constitute a day's labor.

Two hundred and ninety-nine employés were paid by the month, 816 worked by the week, and 2,419 reckoned by the day but were almost invariably paid by the week. Of those working by the month, two receive \$300 each, one \$275, one \$175, one \$150, one \$140, one \$130, two \$120, one \$105, twenty \$100, two \$95, one \$82 50, five \$80, one \$78, seven \$75, four \$70, three \$65, seventeen \$60, nine \$55, thirteen \$50, eight \$45, one \$42, nineteen were paid \$40 per month with board and lodging, four \$40 per month without board and lodging, two \$37 50 per month with board and lodging, one \$35 40 with board and lodging, five \$35 per month, six \$30 without board and lodging, nine \$30 with board and lodging, one \$28 per month, two \$27 50 with board and lodging, five \$25 per month, four \$25 per month with board and lodging, four \$22 50 per month, one \$22, one \$20, eight \$17 50, one \$17, one \$16 50, three \$15, thirty-four \$15 with board and lodging, six \$12 50, and three \$7 50 with board and lodging included.

Of those whose wages were reckoned by the week, two received \$30 per week, one \$28 50, one \$28, one \$26 50, one \$24 50, one \$22 50, three \$22, four \$21, forty-four \$20, two \$19 50, three \$19, eight \$18 50, thirty \$17 50, one \$16 80, eight \$16 50, one \$16 10, twenty-six \$16, one \$15 80, three \$15, one \$14 80, two \$14 50, one \$14 10, twenty-four \$14, one \$13 56, seven \$13 50, one \$13 25, fifteen \$13, one \$12 70, eight \$12 50, five \$12, three \$11 54, sixteen \$7, one \$10 80, ten \$10 50, while ninety received \$10 per week. There were seven whose wages were \$9 50 per week, five \$8 50, eighty-four \$8 50, twenty-eight \$7 50, fifty-three \$7, one \$6 75, seven \$6 50, one \$6. Fourteen were paid \$5 50, one \$5 25, while eighty-one received \$5. One had a salary of \$4 80 per week, thirty-one received \$4 50, one \$4 20, and forty-four \$4. One received \$3 60 per week, twenty-four \$3 50, nineteen \$3, seven \$2 50, one \$2 25, fifteen \$2, two \$1, and two received but 50 cents per week.

Of those whose earnings were reckoned by the day, one was paid \$6, twenty-five \$5 50, seventy-four \$5, twenty \$4 50, one \$4 15, one hundred and seven \$4, thirteen \$3 75, two \$3 60, one hundred and fifty-three \$3 50, two \$3 33, thirty-one \$3 25, five \$3 20, while two hundred and eighty-four received \$3. One was paid \$2 90, three were paid \$2 85, fifty-three \$2 80, sixty-four \$2 75, one \$2 70, fourteen \$2 65, eight \$2 60, while four hundred and five worked for \$2 50 per day. Ten received \$2 45, one \$2 42, three \$2 40, two \$2 35, two \$2 33, four \$2 30, fifty-seven \$2 25, eight \$2 20, three \$2 15, two \$2 12, nine \$2 05, while three hundred and five worked for \$2 per day. Two received \$1 95, one \$1 90, one \$1 85, eight \$1 80, twenty-four \$1 75, one \$1 70, three \$1 65, one \$1 55, while one hundred and twenty-two worked for \$1 50. One was paid \$1 40 per day, one \$1 35, one \$1 33, sixteen \$1 25, and thirty-six were paid \$1 25 per day, with board and lodging included. Two received \$1 15 per day, one hundred and thirty-four earned \$1 per day, one 95 cents per day, one 90 cents, two 85 cents, forty-three 75 cents, four 65 cents, while sixty-eight worked for 50 cents per day.

WORKINGWOMEN.

SALESWOMEN.

Out of a total of thirty-eight saleswomen, all except one stated their age. One was 33, one 32, one 28, one 27, one 26, two 25, two 24, two 23, two 22, five 21, seven 20, eight 19, three 17, and one 16 years old. All except three, who failed to answer, reported themselves single. All except seven stated their nativity. Eleven were born in California, seven were born in the United States, four in New York, one each in Massachusetts, Illinois, Louisiana, Nevada, Missouri, Michigan, England, Canada, and Ireland. The one from England had been in the United States 25 years, and in California 13 years; the one from Canada had been in California 20 years, coming direct to San Francisco; while the one from Ireland was 10 years in this country and the same length of time in this State. Nine of those born in other States told how long they had been in California. Two had been here 8 years, one 7, two 6, one 13, one 4, one 2 years, and one 3 months. Thirty-two of the total number stated salary received. One is paid \$100 per month, one \$75 per month, two \$50 per month, one \$40 per month, two \$35 per month, two \$30 per month, one \$27 50 per month, two \$25 per month, one \$24 per month; two are paid \$15 per week, one \$14 per week, three \$12 50 per week, one \$10 per week, three \$8 per week, two \$7 per week, two \$6 per week, three \$5 per week, and two \$4 50 per week. All except one stated the hours of labor. All began at 8 o'clock except 10, three of whom began at 8:15 A. M. and the other seven at 8:30 A. M. Twenty worked until 6 P. M. Eight of this number were allowed 60 minutes for lunch, six 30 minutes, and all of the others were allowed 45 minutes. One worked until 7 o'clock, two until 7:45, eleven until 8 o'clock, and three until 9 P. M. Three had lost time on account of sickness—two 12 days each and one 2 days. None had lost time from lack of employment, and but one from other causes; she lost 208 days.

Eight failed to state the age at which they began work. One was 23, one 21, one 20, two 19, nine 18, two 17, nine 16, four 15, and one 14 years old. Thirty-five stated condition of health in the beginning; two reported fair health, and the remainder good health. Thirty-two reported present condition of health, twenty-eight good health, three fair, and one poor health. Thirty-five stated length of time in present employment, and all how long with present employer. But nine of the total number had changed employers. Two had worked 10 years, one 9 years, one 8 years, two 6 years, three 5 years, three 4 years, three 3 years, four 8 years, four 1 year, one 30 months, one 18 months, one 7 months, one 6 months, one 4 months, three 3 months, two 2 months, and one 2 weeks. Of the nine who had changed employers, one had worked with present employer 6 years, another 7 months, one 3 months, and one a week only. One rented a house of eight rooms, for which she paid \$15 a month, and another paid \$25 for board and lodging. The remainder lived at home with parents, and but partially supported themselves. Four belonged to beneficiary societies; one received \$7 a week in case of sickness, two received \$6 per week, and one \$2 50 per week. None were members of a labor organization.

In addition to the regular saleswomen in establishments visited, there were ten miscellaneous workers, such as cashiers, bookkeepers, clerks,

stenographer, and one typewriter. Of these, all stated their age. One was 32, one 29, one 28, one 27, one 25, two were 23, one was 20, one 19, and one 18 years old. One of the number was married. All except one stated nativity. Four were born in California, three in the United States, one in Massachusetts, and one in Illinois. The one born in Massachusetts had been in California 17 years. All stated salaries received. One \$65 per month, one \$50 per month, one \$37 50, one \$35, one \$30, one \$12 per week, one \$9 per week, two \$8 per week, and one \$7 50 per week. All stated their hours of labor. One began at 7:30 A. M. and worked until 7:30 P. M., and had 60 minutes for lunch; another began at 10 A. M. and worked until 9:30 P. M., with 60 minutes for lunch; three began at 8:30 A. M. and worked until 6 P. M., with 60 minutes for lunch; one began at 8 A. M. and worked until 6 P. M., with 60 minutes for lunch, and four began at 8 A. M. and worked until 8 P. M., and had 45 minutes for lunch. But one of the number had lost time on account of sickness, and she lost 12 days. None lost time on account of lack of employment. All stated the ages at which they began work. One was 25, two were 22, two were 18, two were 17, two were 16, and one was 15 years old. All except one reported good health in the beginning, and all were in good health now. Nine stated how long in present employment and with present employer. Three had changed employers. One had worked 10 years, one 8 years, one 7 years, one 6 years, one 2 years, one 1 year, one 18 months, one 7 months, and one 6 months. Of those who had changed employers, one had worked for present employer 4 years, one 2 years, and one 2 months. One rented 6 rooms, and paid \$18 a month; another paid \$25 per month for board and lodging. Two contributed to the support of others—one person each—and one received the attention of a physician and medicine free in case of sickness. None belonged to labor organizations.

MILLINERS.

Seven were trimmers, nine were makers, six were saleswomen, one cashier, two bookkeepers, and one an apprentice, making a total of twenty-six. All stated their ages, and all were single except one. All except two stated nativity; they were all Americans, eighteen of whom were born in California, two in Massachusetts, two simply claimed United States, one Iowa, one New York, and two did not reply.

Of the ages, one was 45 years old, one 30, two 28, one 27, one 26, three 25, two 24, two 21, four 18, three 17, and three 16 years of age. All except two stated salary received. Two received \$20 a week, one \$18, three \$15, one \$12, five \$10, one \$9, three \$8, one \$6 50, one \$6, two \$5, one \$4 50, one \$3 50, one \$3, and one \$2 50. All stated hours of labor. Twenty-one worked from 8 A. M. to 6 P. M., three worked from 8 A. M. till 7 P. M., and two worked from 8 A. M. till 9 P. M., and all had 60 minutes for lunch. Of the total number, seven had lost time on account of sickness—one lost 153 days, one 36, one 24, one 6, and two 1 day each. Three had lost time on account of no work—one 153 days, one 104 days, and one 78 days. Seven had lost time from other causes—one 54 days, one 30 days, one 24 days, one 12 days, two 6 days, and one 4 days. Twenty-three stated at what age they began work; one was 25 years old, one 22, one 21, two 20, one 18, two were 17, seven 16, four 15, three 14, and one was 12 years of age.

Twenty-five stated condition of health when they began work, and also present condition. Twenty-one of that number reported good health in the beginning, four reported fair; twenty-three reported good health for the present condition, one reported fair, and one reported poor.

Twenty-five reported length of time in employment and also with present employer. One had been a milliner for 20 years and never changed employers, two had been milliners 10 years in the same establishment, one had been 15 years in the same establishment, another had been 8 years without change, another had been 6 years without change, two had been 4 years without change, three had been 3 years without change, three had been 2 years without change, and one had been 1 year; one had been 7 months, and one 5, one 4, and one 3 months without change. Of the remainder, one had been a milliner 10 years, serving 6 weeks with present employer; three had been in present occupation 8 years, one remained with present employer 7 years, another 6 years, and another 2 years. Of the whole number, one owned her house of 7 rooms, another rented 4 rooms at \$37 per month. Two paid room rent—one \$15 and the other \$10 per month. Five paid for board and lodging—one \$30 per month, two \$25 per month, and two \$4 per week. All except two answered as to beneficiary societies and labor organizations. None were members of either society.

DRESSMAKERS.

Of the thirty-three who come under the general head of dressmakers, all stated age, and all were single. One was 47 years old, one 45, one 50, one 35, one 34, one 30, one 27, one 24, two were 22, one was 21, five were 20, four 19, seven 18, one 17, three were 16, one was 15, and one was 14 years of age. All except two of the total number stated nativity. Seventeen were born in California, seven claimed the United States, three were born in Ireland, two in England, one in Prince Edward Island, and one in France. Six stated how long they had been in the United States—one had been here 25 years, two 30 years, one 15, one 13, and one 3 years.

Eight of the total number stated how long in California. One has been in California 30 years, one 23 years, one 13 years, one 12 years, one 10 years, one 9, one 6, and one 3 years. The whole number stated salary received. One received \$16 50 per week, two \$15 per week, three \$10 per week, seven \$8 per week, one \$7 per week, eight \$6 per week, three \$5 per week, four \$4 per week, two \$3 per week, and two received but \$2 per week. The entire number began work at 8 o'clock in the morning, and all except six worked until 6 o'clock in the evening. The six who quit work at 5:30 p. m. were allowed 30 minutes for lunch; those who worked until 6 were allowed 60 minutes for lunch. Nine of the whole number had lost time on account of sickness; one had lost 36 days, two 24 days, three 12 days, and three 6 days. Two lost time from lack of employment—one 52 days and the other 26 days. All except two stated the ages at which they began work. One was 38 years old, one 25, one 21, two were 20, one was 19, two were 18, two were 17, eight were 16, two 15½, eight were 15, and one was 14 years old.

All except two reported good health in the beginning, and an equal number reported present health good. Two did not answer either question. All stated length of time in present employment, and also

how long they were with present employer. One had been dressmaking 15 years, one 12 years, two 5 years, one 6 years, six 4 years, nine 3 years, six 2 years, two 1 year, one 15 months, two 6 months, and one 5 months. Twelve of the total number had changed employers. One had been with present employer 5 years, five 4 years, seven 3 years, six 2 years, six 1 year, one 30 months, one 18 months, one 11 months, two 6 months, and one 5 months. Three out of the total number rented their homes; one had 8 rooms, one 6 rooms, and one 3 rooms; one paid \$30 per month, one \$25, and one \$15 per month. Four paid room rent; one paid \$12 per month, one \$10, one \$7 50, and one \$5 per month. Four contributed to the support of others; three had two in family, and one had one dependent. All except two answered in the negative in regard to belonging to beneficiary societies. Two received \$7 per week each in case of sickness. None were members of a labor organization.

TAILORESSES.

Of the total number of forty-eight, all stated their age. One was 48 years old, one 45, one 28, three 26, two 24, one 23, three 21, three 20, seven 19, six 18, six 17, six 16, five 15, and two 14. Of the total number, three were married. Forty-five stated their nativity. Twenty-eight were born in California, three in New York, two in the United States, two in Scotland, two in Ireland, two in Austria, and one each in Nevada, Germany, and Australia. Six stated how long they had been in the United States. One had been here 33 years—in California 24 years; another had been 28 years in the United States and 18 years in California. Of those who came direct to California, one had been here 10 years, one 9 years, one 6 years, another 2 years, and one 8 months. One received \$20 per week, one \$15, two \$10, two \$9 50, four \$9, eight \$8, one \$7, ten \$6, three \$5, one \$4, four \$3 50, two \$3, and one \$2.

Forty stated hours of labor. Fourteen commenced work at 7:30 A. M. and worked until 5:30 P. M., with 60 minutes for lunch; and the remainder began at 8 A. M. and worked until 6 P. M., without stating time allowed for lunch. Nine lost time on account of sickness; two lost 153 days each, one 78 days, one 6 days, two 4 days, and one 3 days. Twenty-three lost time on account of having no work; one was idle 156 days, three were idle 153 days each, one 130 days, two 104 days each, nine 78 days each, one 52 days, three 26 days each, two 8 days. Five lost time from other causes—one 150 days, one 43 days, two 30 days each, and one 3 days. All except one stated their age when they began work. One was 21, three were 18, six were 16, fourteen were 15, ten were 14, five were 13, and three were 12 years old. All reported good health in the beginning, except one, whose health was poor, and one failed to answer that question. All except three are in good health at the present time—two reported poor health and one did not answer. Two failed to state how long in present employment, or with present employer. Of the forty-six who did answer, two had worked 36 years, one 27 years, one 12 years, one 10 years, three 8 years, three 6 years, four 5 years, three 4 years, seven 3 years, four 2 years, five 1 year, three 8 months, one 11 months, one 10 months, three 6 months, and two 3 months, while two had worked but 3 weeks. One of the number worked with present employer 7 years, three 6 years, one 5 years, one 4 years, six 3 years, three 2 years, nine 1 year, one 18 months, one 11 months, one 10

months, one 7 months, five 6 months, three 4 months, five 3 months, one 2 months, and three 3 weeks. Four reported as to renting or owning houses—two own and two rent. The two who own their homes have 12-room houses. One rented 6 rooms for \$26 per month, and one paid \$3 per month for a single room. Seven of the whole number paid board and lodging; two pay \$20 a month, one \$16 a month, two \$3 50 per week, and two \$3 a week. Twenty replied to questions in regard to belonging to beneficiary societies or labor organizations. Four receive weekly benefits in case of sickness—one receives \$17 per week, one \$7, one \$5, and one \$1 50 per week. None belong to labor organizations.

CORSET-MAKERS.

Of the twenty corset-makers, all gave their age and all except one were single. Three were 27 years old, one 26, two 25, one 24, two 23, one 22, three 21, one 17, one 16, and four 15 years old. All claimed the United States for their birthplace without particularizing. Four stated how long in California—one 30 years, one 18 years, one 17 years, and one 4 years. All stated salary. Three received \$12 per week, three \$10, seven \$8, five \$5, and one \$4. They all worked from 8 A. M. until 6 P. M. Eight have 60 minutes for lunch, the rest have 30. Nine have lost time on account of sickness—one 12 days, one 6 days, two 5 days, two 3 days, two 2 days, and one 1 day. The entire number stated the age at which they began work—two were 18 years old, six were 17, two were 16, two 15, two were 14, four were 13, and one was 7 years of age.

All except one reported good health in the beginning, and her health was fair to begin with and reports good health now. Seventeen report good health now and three fair. All report length of time in employment and with present employer, and not one change has been made. One had been with the present employer 17 years, another 10 years, two 8 years, two 9 years, two 6 years, four 5 years, two 4 years, one 31 months, one 29 months, one 19 months, one 6 months, and one 1 week. Nine report contributing to the support of others—three have two dependents and the remainder one each. None are members of beneficiary societies or labor organizations.

SHIRTMAKERS.

Of the thirty-three shirtmakers who answered queries propounded, thirty stated their age. Two were 64 years old, one 35, one 32, one 31, one 30, two 28, one 27, one 26, three 25, two 23, two 22, one 21, three 20, five 19, one 18, two 17, and one 14 years of age.

Two of the total number were married. All except one stated nativity—nineteen were Californians, two were born in Mexico, two in Massachusetts, two in Ireland, and one each in Portugal, Italy, New York, Illinois, Missouri, and Pennsylvania. All of the foreign born stated how long they had been in the United States, and also the length of time in California. Three came direct to California, and three did not. Of those who did not, one had been in the United States 27 years, and 19 years in California; another 20 years in America, and 11 in California, and another had been 20 years in the United States, and 2 years in California. The other three, who had been in California all of the time, were here 12, 9, and 7 years, respectively. All except three stated their

wages. One earned \$10 per week, two \$9, one \$8 50, three \$8, one \$7 50, four \$7, eight \$6 per week; one \$5 50, three \$5, two \$4 50, four \$4, and one \$3 50 per week. All except two stated their hours of labor. Twelve began at 7:30 A. M. and worked until 5:30 P. M., and were allowed 30 minutes for lunch; the remainder began at 8 A. M. and worked until 5:30 P. M., and were allowed 30 minutes for lunch. Thirteen had lost time on account of sickness—two lost 78 days, one 61 days, one 52 days, one 36 days, two 26 days, two 12 days, one 10 days, two 6 days, and one 3 days. Six had lost time because of no work—one 153 days, one 104 days, one 78 days, one 48 days, one 26 days, and one 12 days. Four had lost time from other causes—one 52 days, one 18 days, one 12 days, and one 2 days. All save one told at what age they began work. One was 30, two 28, one 23, three 19, five were 18, six were 17, seven were 16, two were 15, three were 14, one was 13, and one was 12 years of age. Two did not state condition of health in the beginning. Two were in fair health, and the rest were in good health. Two did not state present condition of health. Twenty-four were in good health, and three reported poor health. One did not say how long in present employment, nor how long with present employer. Twenty-one had never made any change. Of this number one had worked 11 years, four 6 years, one 5 years, one 4 years, four 3 years, two 2 years, one 1 year, one 30 months, two 18 months, one 4 months, one 3 months, and one 2 months. Of those who had changed employers, one had worked 12 years, 2 with present employer; one 10 years, 2 with present employer; two 9 years, one 6 with present employer, and the other 4 months; one had worked 7 years, and 1 year in present place; one 5 years, and 1 year with present employer; one 4 years, 1 month in present place; one 3 years, 9 months with present employer; two 2 years, one 2 months and the other 3 weeks with present employer. Three paid board; one paid \$3 50 per week, one \$2 50, and one \$2 per week. Four paid board and lodging; one \$20 per month, one \$17, and one \$12 per month, and one \$4 per week. Three contributed to the support of another person. Eight were members of a beneficiary society; one received \$10 per week in case of sickness, one \$7 50, besides medicine and physician's care; three received \$7 per week, one \$5, and one \$2 50 per week. None belonged to labor organizations.

LAUNDRESSES.

Of the twenty-five ironers, all stated their age; two were 30 years old, two 28, one 27, one 26, one 25, one 24, five 23, one 22, one 21, two 20, one 19, four 17, two 16, and one 15 years of age. All were single. All stated nativity. Twelve were Californians, two were born in Ireland, two in Finland, two in England, three in Sweden, one in Germany, two in Missouri, and one was born in the Sandwich Islands. Eleven (the whole number of foreign born) stated the number of years they had been in the United States, and also the length of time they had been in California. Seven came direct to California; one had been in the United States 10 years, in California 3; another in the United States 8 years, in California 3; one in the United States 5 years, in California 4; one 4 years in the United States, in California 1. The balance came direct; one 9 years, two 7 years, one 4 years, one 2 years, and one 18 months. There were two born in Missouri, and stated how long they had been in California, one being 23 years, the other 10 years.

The entire number answered as to wages. One received \$25 per month, two \$22 50 per month, nine \$20 per month, seven \$17 50 per month, five \$15 per month, and one \$10 per month. All except one, who failed to report, worked from 7 A. M. until 6 P. M., and the usual time allowed for lunch is 30 minutes each. Out of the entire number, fourteen reported themselves sick—one 153 days, one 104 days, two 52 days, one 178, one 26, one 18, two 12, one 10, one 7, one 6, one 3, one 1. One reported not having worked 26 days, and one lost work from other causes, 12 days.

All save one reported when they commenced work; one at 27 years of age, one at 21, one at 20, six at 18, four at 17, one at 16, six at 15, two at 14, one at 13, and two at 12. Out of the twenty-six in number, twenty-five reported their health good when they commenced their labor; for the present, four out of the total report their health poor, the balance good.

One has been in employment 9 years, two 5 years, four 3 years, three 2 years, three 1 year, one 30 months, two 18 months, two 15 months, three 9 months, one 7 months, one 16 months, two 5 months, one 4 months, and one 2 months. Strange to say they all commenced with their present employers. Eleven failed to report whether others depended upon them for support, but fifteen reported as follows: One had 7, another 6, two had 5, two 4, one 2, and seven had 1 to maintain. Of the total, only 2 belonged to beneficiary societies, and not any of them to a labor organization.

Of the twenty-four machine ironers, all stated their age; one was 35 years of age, one 32, one 31, one 29, two 26, three 24, five 23, one 22, two 21, three 20, three 18, and one 16. Out of the twenty-four, one was married. All stated their nativity; four being Californians, twelve Swedish, three were born in Ireland, two in France, one in New Hampshire, one in Canada, and one in Massachusetts. Eighteen stated how long in the United States and the length of time in California. Fourteen out of the number had been in the United States 7 years, and 6 years in California; another had been 10 years in the United States, and 5 in California; another 8 years in the United States, and 5 in California; while one had been 34 years in the United States, and 2 in California; another had been 2 years in the United States, and 5 months in California.

Twenty of the entire number stated their salary; eight received \$30 per month, one \$25, one \$22 50, four \$20, one \$17 50, three \$15, one \$12 50, and one \$10 per month. Twenty-four stated hours of labor. All commenced at 7 A. M. and worked until 6 P. M., being allowed 30 minutes for lunch. Of the total number, nine had lost time on account of sickness; one lost 153 days, another 78 days, two 26 days, one 18 days, and four 12 days. For want of work, one had been idle 153 days. Twenty-three stated the age at which they began work; one was 34 years of age, one 28, one 23, one 21, four 20, two 19, two 18, three 16, four 15, one 13, and one 12. Twenty-two reported condition of health when they began work, and also their present condition. Of that number, twenty-one were in good health and one in poor. Eighteen of the twenty-two report good health now, three fair, and one poor.

The total number stated how long employed, and with present employer. Of that number, two report 6 years in employment and

with present employer, three 5 years, two 4 years, two 3 years, four 2 years, one 1 year, two 18 months, two 3 months, two 6 months, one 2 months, and one had been in employment 2 years and 4 months, also the same time with present employer.

The one who is married pays rent for four rooms, and \$16 a month for board, and has three dependent on her. She had worked one year, was in poor health in the beginning, and continued so. In addition to this, ten contributed to the support of others; one had 5 in family, two had 4, two had 3, three had 2, and three had 1. All answered in the negative regarding beneficiaries, except one, and she received \$2 a week in case of sickness. None belonged to labor organizations.

Of the thirteen manglers, all gave their age, and all were single. One was 21 years of age, two 19, three 18, one 17, three 16, one 15, and two 14. All gave their nativity; ten of the 13 were born in California, and one each in England, Ireland, and Canada. Of the foreign born, all had come direct to California—one 3 years, one 1 year, and one 7 months. All stated their salary; one received \$25 per month, one \$22 50, one \$20, three \$12 50, four \$10, and three \$7 50 per month. All stated their hours for labor being from 7 A. M. till 6 P. M., allowing 30 minutes for lunch. Three had lost time on account of sickness; one had lost 153 days, one 78 days, and one 14 days. One had lost 26 days from lack of work, and one from other causes lost 52 days. Twelve of the number stated the age at which they began work; one commenced at 18, one at 17, one at 16, two at 15, and six at 14 years of age. All reported health good at the beginning and good now. None had changed employers. One had worked 6 years, one 4 years, one 3 years, one 2 years, one 1 year, one 18 months, one 7 months, three 4 months, one 3 months, one 2 months, one 7 weeks, and one 4 weeks. Four contributed to the support of others; one had 4 in family, one 2, and two 1. All answered "no" regarding beneficiaries, save one, who received \$7 a week in case of sickness. None belonged to labor organizations.

Of the thirty-three starchers, folders, and general helpers, all gave their age. One was 35 years of age, two 31, one 26, two 25, one 24, two 23, three 22, two 21, five 20, three 19, four 18, two 17, two 16, and three 15. All were single. The entire number stated their nativity; eleven were Californians, seven were born in Ireland, two in New York, four in Massachusetts, two in Wisconsin, and one each in Maryland, Maine, Ohio, Switzerland, Sweden, Australia, and Scotland. Eleven stated how long in the United States and sixteen how long in California; nine had come to California direct; one had been here 19 years, one 16, one 6, two 3, one 2, one 8 months, one 10 months, and one 6 months. One had been in the United States 10 years, in California 7 years; another had been 8 years in the United States and 7 years in California. The entire number stated wages received; one received \$30 per month, one \$25, one \$27 50, fifteen \$20, one \$15, two \$12 50, and twelve \$10. All stated their hours of labor, which were from 7 A. M. to 6 P. M., with 30 minutes for lunch. Seven lost time on account of sickness; one 104 days, one 78 days, one 52 days, one 26 days, two 12 days, and one 6 days. Two had been idle from other causes; one 52 and one 26 days. Five had been out of employment during the year; one 130 days, one 104 days, one 78 days, one 52 days, and one 26 days.

All stated age at which they began work; three were 19 years old, two 18, one 17, five 16, nine 15, seven 14, two 13, one 12, one 10, and one 7. All reported condition of health at the beginning and at the present. One reported fair health in the beginning, and all reported good health for the present, save one. The entire number stated how long in present employment and with present employer; three out of the number had changed employers; one had worked 19 years, one 8 years, one 9 years, one 5 years, one 4 years, one 3 years, two 2½ years, one 2 years, two 18 months, one 17 months, one 14 months, one 7 months, two 6 months, three 5 months, one 4 months, one 3 months, one 2 months, one 1 month, one 3 weeks, and one 2 weeks. Of the three who had changed employers, one had been a laundress 11 years, one 5 years, one 4 years. The one who had worked 11 years had been 4 months with her present employer, the one who had worked 5 years was with her present employer 2 months, and the one 4 years has been with her present employer 2 years.

Of the total number, 16 had contributed to the support of others; one had 6 in family, one 5, one 4, one 3, two 2, and the remainder had 1 each. All answered in reference to beneficiaries, four in the affirmative; three received \$7 a week in case of sickness, and one \$7 50. None were members of a labor organization.

SHOEFITTERS.

Total number under the general name of shoefitters is thirty-nine. All except four stated their age. One was 30 years old, three 24, three 23, four 21, five 20, seven 19, six 18, one 17, four 16, and one 15. One was married, two did not state condition, and the remainder were single. Nine did not state nativity, nineteen were natives of California, three were born in New York, two in Illinois, one each in Maine, Massachusetts, New Jersey, and Germany, while two simply claimed United States as their birthplace. The two from Illinois had been in California 15 years, the one from New Jersey 13 years.

Of the whole number two earned \$12 per week, four \$10, five \$9, three \$8, one \$7 50, four \$7, three \$6, one \$4 50, one \$4, five \$3, while two worked for \$2 50 per week.

Of the total number, fifteen commenced work at 7 o'clock in the morning; eleven of them worked until 5:30 P. M., three until 5:45 P. M., and one until 5:35 P. M. Eleven were allowed 30 minutes for lunch, two were given 45 minutes, one was allowed 40 minutes, and one did not state time for lunch. Five out of the thirty-nine had lost time on account of sickness, and nine had been idle during the year because they had no work. One girl of 16 lost 52 days from sickness and 26 days from lack of employment; another lost 26 days from sickness and 78 days because of no work; three were out of employment 52 days each, another 42 days, while another lost but one week.

Of the whole number, thirty-two stated the age at which they began work; seven did not. Two began work at 12 years of age, four at 13, three at 14, ten at 15, ten at 16, one at 17, one at 20, and one at 21 years of age. Twenty-five of the whole number stated the condition of their health at the time they began work, and an equal number gave present state of health. Twenty-three were in good health at the beginning, and twenty stated their present condition good. One was in poor health

in the beginning, but reports good health now; another was in fair health then, and reports the same now; while four reported their present health poor. Five out of the whole number failed to report how many years they had been shoefitters, while all except three stated the length of time with present employers. Two had worked at the trade 9 years, one with present employer 7 years, the other one 4 years. Eight had worked as shoefitters 5 years, five of whom had remained with present employers the entire time; one had been with present employer 3 years, another 1 year, and one did not state how long. Five had been shoefitters 4 years; one had been with present employer 3 years, one had never changed place, another 2 years, another 1 year, while the fifth had been with present employer 5 months. Four had been shoefitters 3 years—three remaining with present employers, one working in present place 1 year. Three had worked 2 years without changing employers; two had worked 1 year, one remaining with present employer and the other being in present place 5 months. Of the others, one had worked at the trade 7 months, two 6 months, four 2 months, one 5 weeks, one 4 weeks, while the other did not state how long she had been a shoefitter, but had been in present employ 18 months. Of the whole number, five paid board; two paying \$5 per week, two \$3 per week, and another \$4 per week. Six of the total number helped to support others; two had 3 dependent, three had 2 dependent, and one provided for 1. Twelve answered as to whether they had belonged to any beneficial association—four in the affirmative, eight in the negative. Two stated the amount of sick benefit; one receiving \$7 50 per week, and one \$7. Thirty answered with reference to belonging to a labor organization—seventeen in the affirmative, thirteen in the negative.

Of the eighteen vampsers replying to special inquiries, fifteen stated their ages; one was 35, one 32, one 30, two 25, two 24, one 23, one 21, three 20, two 19, and one 18 years of age. Two out of the total number did not say whether they were married or single; of the remainder, two were married and fourteen were single. Two failed to state their nativity, seven were born in California, two in New York, two in Ireland, two claimed the United States, one was born in Massachusetts, one in Nevada, and one in Germany. One born in Ireland had been in the United States 8 years, and 4 years in California; and the one born in Germany has been in America 10 years, and 9 years in California; and the one born in Massachusetts has been in California 9 years. Of the total number one earned \$13 per week, two \$12, five \$10, two \$9, and one \$7, while seven did not state salary. Five of the total number commenced work at 7 o'clock in the morning, three worked until 5:45 p. m. and the other two until 5:30 p. m.; seven began at 7:30 a. m. and worked until 5:30 p. m.; one failed to state the hours of labor; five began at 8 o'clock and worked until 5:30 p. m. One was allowed 75 minutes for lunch, two 60 minutes, three 45 minutes, one 40 minutes, while ten had 30 minutes. Only one of the number lost time during the year on account of sickness, one from lack of work, two from other causes: sickness 10 days, 70 days no work, 60 days other causes.

Fourteen stated the age at which they began work, four did not. Three were 16, six were 15, two were 14, and three were 13. Thirteen reported good health when they began work, and five did not

report at all. Of the thirteen, ten were in good health, three only fair. Sixteen of the entire number stated how many years in present occupation—one 17 years, one 15 years, one 11 years, two 9 years, two 8 years, one 7 years, four 4 years, one 2 years, one 9 months, one 5 months, one 2 months. Four reported as to owning or renting their homes—two owned and two rented. Those who owned had 9 and 7-room houses, respectively. Of those who rented, one paid \$15 per month and one paid \$9. One paid \$25 per month for board and lodging. Three helped to support others; one had to assist three, the other two one each. Five answered as to beneficial societies; three in the negative, two in the affirmative. Of the two affirming, one received \$7 per week in case of sickness, the other, \$5. As to labor organizations, ten answered—four in the affirmative, six in the negative.

Of the forty-seven finishers, including turners, stitchers, seamers, buttonholers, pasters, stayers, folders, barrers, tableworkers, and patchers, all except one stated their age. One was 34, one 30, two 25, three 24, one 23, one 22, two 21, two 20, six 19, ten 18, nine 17, four 16, three 15, one 14, and one 13 years of age. Three did not state whether married or single. Of the remaining thirty-four, two were married. Eight neglected to state nativity. Of those who did, thirty were born in California. Six were indefinite, in that they were born in the United States; New York, Missouri, and Maine, each claimed one. Two stated the length of time in California; one being 30 years, while the other was but 3 years. Curiously enough, there are no foreigners among them. Thirty-four stated the amount of wages earned per week. One received \$15, four \$12, one \$10, two \$9, three \$8, four \$7 50, two \$7, seven \$6, two \$5, one \$4 50, one \$4, three \$3, and three \$2 50. Thirty-seven stated their hours of labor. Twenty-five worked from 7 A. M. to 5:30 P. M.; six began at 7:30 A. M., and three of them worked until 5:30 P. M., the other three remaining until 5:45 P. M.

The two who began at 8 o'clock and quit at 5 o'clock had 75 minutes for lunch; one was allowed 60 minutes, one 45, and one 30 minutes. Those commencing at 7 o'clock in the morning were allowed 30 minutes for lunch. Of the whole number, three have lost time on account of sickness; one 36 days, one 18 days, and one 1 day. Four were idle from lack of employment; one 52 days, one 26 days, and two 12 days each. Four reported loss of work from other causes; one 78 days, and three 18 days each. Seven of the whole number failed to state at what age they began to work. Of the others, two commenced work at 18, two at 17, thirteen at 16, fourteen at 15, six at 14, and three at 12 years of age.

Sixteen of the whole number neglected to report the condition of health when they began work. Of the remainder, 29 report health good, 2 fair; 27 report health good now, 3 fair, and 1 poor. Three of the total number did not state how long in present employment. Of those who did, one has worked 12 years, one 10, two 9, three 8, two 7, one 6, six 5, four 4 years, two 18 months, one 7 months, three 6 months, one 5 months, one 4 months, one 3 months, one 2 months; three have worked 3 years, nine 2 years, and one 1 year. Of the total number, all except three reported length of time with present employer; one being 3 years, another 8 years, three 7 years, three 5 years, four 4 years, four 9 years, ten 2 years, three 1 year, three 18 months, one 8 months, one

7 months, three 6 months, two 5 months, one 4 months, one 3 months, and one 2 months.

Of the total number, two rent and one owns her home. Of the two rented, one has 10 rooms, the other 5. Of the remainder, four pay board, one paying \$5 per week, one \$4 50, one \$4, and one \$3. Seven of the whole number help support others. One has 8 in family, three have 2, and three have 1 dependent upon them. Twelve of the whole number answered the questions as to belonging to a beneficial society—six in the affirmative, six in the negative. Five stated the amount of benefit received in case of sickness; one received \$7 50 per week, while four received \$7 per week. Thirty-six reported with reference to membership of a labor organization—twenty in the affirmative and sixteen in the negative.

TRUNK-LINERS.

There are but two trunk-making establishments of any importance in California, and in these but ten women are employed.

In answer to queries, ten stated age; two were 31, three 19, one was 18, one 17, and three 16 years of age. Six of the number were single and the remainder did not answer that question. Six were born in California and the rest did not state nativity. All stated salary. One received \$2 per day, one \$1 50, one \$1 35, two \$1 25, one \$1, one 95 cents, one 90 cents, one 75 cents, and one 60 cents per day.

All worked 9½ hours per day and were allowed 60 minutes for lunch. Three had lost time on account of sickness; one 3 days, one 10 days, and one 6 days. One had lost 60 days on account of no work. All stated at what age they began work. One began at 17, one at 16, three at 15, four at 14, and one at 13 years of age. All reported good health in the beginning, and all except one report good health now. One was in poor health. All stated length of time in present employment. Eight had not changed employers. One had worked 5 years, three 2 years, one 4 years, three 1 year, one 15 months, and one 3 months. Of the two who had changed employers, one worked at present employment 4 years, and 30 months with present employer; the other had worked 2 years, and 18 months with present employer. One paid \$3 50 per week for board and lodging. One belonged to a beneficial association, but did not state amount of sick benefits. None were members of labor organizations.

CANDY-MAKERS.

Of the thirteen candy-makers, all stated their age. All were single except one, and all stated their nativity. One was 28 years old, one 26, one 23, one 20, one 19, three 18, one 17, three 15, and one 14 years old. Four were Californians, three were from Italy, two from New York, and one each from France, Ireland, New Jersey, and Maryland. Of the total, only five replied as to how long they had been in the United States and in California. One had been 15 years in the United States and the same time in California; in fact, all who reported came to California direct. One was 14 years, one 7 years, one 6 years, and one 5 years.

Of the wages, one received \$12 per week, one \$8 50, three \$6, one \$5, one \$4 50, and six \$4. All commenced work at 7 A. M., except one, and she at 7:30 A. M. All except three worked until 5:30 P. M., the balance until 6 P. M. Those who worked until 6 P. M. were allowed 60 minutes

for lunch, the other ten only 30 minutes. One lost 26 days on account of sickness, another 9 days, two 4 days, one 3 days, and one 2 days. Four lost 52 days each from no work, one 78 days, one 12, one 6, and one 3 days; one lost 12 days from other causes and one 6 days.

All stated when they began work. One was 18 years old, one 16, two 15, three 14, four 13, and one 11 years old. All stated they were in good health in beginning, and all except two are in good health now; one reported fair and one poor. All stated length of time in present employment, also with present employer. One had worked 7 years, three 5 years, one 3 years, two 1 year, one 30 months, two 18 months, one 9 months, one 6 months, and one 3 months. The three who had worked five years had never changed employers. Neither have any of the balance ever changed, except one, who had worked 7 years; she had been 1 year with present employer. Two rented 3 rooms each; one paid \$10 and one \$8 per month. One reported contributing to the support of one other than herself. One belonged to a beneficiary society, and received \$10 a week in case of sickness. None belonged to labor organizations.

There were ten candy-dippers, and all stated their age. One was 20 years old, two 19, two 18, one 17, two 16, one 15, and one 14 years old. All were single, and with two exceptions were native Californians. One was born in Ireland, and came direct to San Francisco, and has been here 6 years. The other was born in Nevada. One received \$5 25 per week, four received \$5 per week, one \$4 50 per week, two \$3 50, and two \$3. All except one began work at 7 A. M. and worked until 6 P. M., with 60 minutes for lunch. One began at 7:30 A. M. and worked until 5:30, with 30 minutes for lunch. Three had lost time on account of sickness; one lost 26 days, one 6 days, and one 4 days. Four had lost time on account of no work; one 18, one 12, one 6, and one 3 days. Two had lost time from other causes—one 12 days and one 6 days. All stated age at which they began work; one was 18 years, one 16, two 15, five 14, and one 9. All were in good health in the beginning, and all except two are in good health now; those two report fair. All stated how long in present employment, and how long with present employer, and only one out of the ten had changed employer, and she had worked 5 years, and 4 in the present place. One had worked 4 years, one 3 years, three 2 years, one 18 months, one 10 months, one 5 months, and one 4 months. One paid \$3 50 for board and lodging. None belonged to beneficiary societies or labor organizations.

Of the fourteen wrappers and helpers, all stated their age. Two were 20 years old, one 19, five 18, one 17, four 16, and one 15 years old. All were single, and all stated their nativity. Six were Californians, two were New Yorkers, two Italians, and one each from Illinois, Missouri, Kentucky, and Oregon. All stated their wages. Two received \$6 per week, three \$5 per week, two \$4 50 per week, three \$4 per week, two \$3 50 per week, one \$3 per week, and one \$2 50 per week. All stated hours of labor. Ten commenced at 7 A. M. and worked until 6 P. M., except one, and she worked until 5:30 P. M., with 30 minutes for lunch. The other nine had 60 minutes for lunch. Four began at 7:30 A. M. and worked until 5:30 P. M., with 30 minutes for lunch. Nine lost time on account of sickness; one 182 days, one 78 days, one 26 days, one 12 days, one 9 days, two 4 days, two 3 days. Twelve lost time from no work; one 24 days, one 20

days, three 12 days, four 6 days, one 4 days, and two 3 days. All stated at what age they began work; three were 16 years, four were 15, four were 14, two 13, and one was 10 years of age. All stated condition of health at the beginning, and at the present all except two reported good, and one was poor and one was fair, beginning and present. Of the total, but one had changed employer. She had worked 4 years at the trade and 3 years with present employer; three 3 years, two 2 years, three 1 year, two 9 months, one 5 months, one 4 months, and one 2 months. Eleven gave part of their earnings to parents and two did not. One paid \$2 50 per week for board and lodging, and one paid \$8 per month. None belonged to beneficiary societies or labor organizations.

Of the six candy-packers all stated their age; one was 45 years old, two 18 years, two 17 years, and one 15 years. All were single. All gave their nativity, four of whom were Californians; of the other two, one came from Italy and one from Switzerland. One has been from Italy 22 years, coming direct to San Francisco, the other one from Switzerland one year. All stated salary; one received \$5 50 per week, one \$4 50 per week, three \$4 per week, and one \$3 per week. One began work at 7 A. M. and worked until 6 P. M., with 60 minutes allowed for lunch; another commenced work at 7 A. M. and worked until 5:30 P. M., with 30 minutes for lunch; four began at 7:30 A. M. and worked until 5:30 P. M., with 30 minutes for lunch. Four lost time on account of sickness; one 52 days, one 26 days, one 6 days, and one 2 days. Five lost time on account of no work; one 52 days, one 12 days, two 6 days, and one 3 days. All gave the age when they began their labor; one was 44 years, one 17 years, one 16 years, one 15 years, and two 14 years. All were in good health in the beginning, and are at the present time. Only one had changed employer; she had worked 4 years with the present employer; one worked 2 years, one 15 months, one 10 months, and one 8 months. One paid \$9 per month for two rooms. None belonged to beneficiary societies or labor organizations.

Of the ten candy saleswomen, all stated their age, and all were single. One was 30 years old, one 22, one 21, one 20, one 19, three 18, and two 17. All stated their nativity; three were Californians, four gave their nativity as the United States, and one each Massachusetts, Ireland, and France. The one who came from France has been in this country 18 years, coming direct to California; the one from Ireland has been 16 years in the United States, and 1 year in California. All stated their salary; one received \$28 per month, two \$10 per week, one \$9 per week, three \$8 per week, two \$7, and one \$6 per week. One began at 7:30 A. M. and worked until 5:30 P. M., with 30 minutes for lunch; six began work at 8 A. M. and worked until 6 P. M., with 60 minutes for lunch; four worked from 12 to 12, with 60 minutes for lunch. Only one lost time, which was 6 days, on account of sickness.

Eight stated age at which they began work; three began at 17 years, three at 15, one at 14, and one at 13 years of age. Nine stated their condition of health in the beginning, and all except one was good. One had changed employers; she had worked 3 years and 5 months with present employer; of the remainder, one had worked 2 years, three 1 year, one 14 months, one 8 months, one 7 months, and one 6 months. One rented four rooms, for which she paid \$11 per month; one paid \$4 per

week for board and lodging; one contributed to the support of three. None were members of beneficiary or labor organizations.

Of the saleswomen in candy stores, no time is lost for holidays.

BAGMAKERS.

Of the forty-one bagmakers, all stated their age, and all were single. Two were 22 years old, eight 19, eight 18, eleven 17, six 16, and six 15 years old. All stated their nativity, of whom twenty-six were Californians, five from New York, two from Wyoming, two from Pennsylvania, one from Washington, one from Oregon, one from Missouri, one from New Jersey, one from Arizona, and one from Massachusetts. All stated their wages; one received \$9 per week, eight \$8, two \$7 50, seven \$7, one \$6 50, nine \$6, one \$5 50, six \$5, three \$4 50, and three \$3 60 per week. The hours of labor were from 7 A. M. till 6 P. M., allowing 30 minutes for lunch.

All stated at what age they began work; one commenced at 18 years, two at 17, three at 16, twelve at 15, ten at 14, eight at 13, and four at 12 years of age. All reported health good when they commenced work, and all except six, who report poor health now, report their health in the same condition as when they began. Eight out of the total have been in employment for 5 years, eight for 4 years, seven for 3 years, six for 2 years, and the balance for 1 year, save one, who has only been in employment for 3 months. Strange to say, none have changed position since they started in to work. Twenty-eight lost time on account of sickness; one lost 156 days, two lost 78, two 52, one 18, two 26, one 12, six 6, one 4, five 3, six 2, and one 1 day. The entire number was for 26 days each without work.

STRAW-HAT MAKERS.

Of the eight straw-hat makers all stated their age; one was 21, two 19, one 18, one 17, two 16, and one 15 years of age. All were single, and four were born in California, one was born in the United States, one in New York, one in Maryland, and one in Germany. The one born in Germany has been in California 2 years, having come direct to San Francisco. All stated salaries received; two earned \$10 per week, one earned \$8, one \$5, one \$4 50, one \$2 50, and one \$2. All commenced work at 8 A. M. and worked until 5:30 P. M., and they were allowed 60 minutes for lunch. Four had lost time on account of sickness; one 42 days, one 14 days, one 7 days, and two 1 day each. Three had lost time on account of no work; one 26, one 13, and one 6 days. Two lost time from other causes; one 82 days and one but 1 day. All stated age at which they began work; one was 18, two were 17, three were 16, and three were 14 years old. All reported good health in the beginning, and also at present. All except one stated the length of time in present employment, and all gave the time with present employer. Only two had changed employers. One had worked 2 years, one 18 months, three 1 year, one 4 months, and one 2 months. No other questions on the blanks were answered, and it is fair to suppose that all lived at home, and were not obliged to maintain themselves wholly.

CIGARMAKERS.

Of the twenty-eight cigarmakers, all have given their age; one is 45 years old, one 42, two 26, one 25, three 24, three 21, three 23, one 22, two 20, four 19, three 17, two 14, one 11, and one 16 years of age. Two are married, the balance single. All gave their nativity, out of which twenty-three were Californians, two were New Yorkers, one came from Massachusetts, and one from Germany. The one from Germany has been in the United States 12 years, and 6 years in California. The total number stated salary; one received \$12 a week, another \$10, one \$9, one \$8, one \$7 50, two \$7, three \$6, five \$5 50, nine \$5, one \$4 50, two \$3 50, and one \$2. All of the number stated their hours of labor; thirteen began at 7 A. M. and worked until 5:30 P. M., with 30 minutes for lunch; fifteen began at 8 A. M. and worked until 5 P. M., with 60 minutes for lunch. Five out of the total number lost time on account of sickness; one 60 days, one 26, one 12, and two 6. Nine had lost time on account of no work; four lost 52 days, one 24, one 18, one 12, one 6, and one 2. Seven lost time from other causes; one 24 days, one 18, two 12, one 10, one 8, and one 2. All except one stated at what age they began work; one was 20 years old, one 19, one 17, six 16, six 15, seven 14, four 13, and one 12. All stated condition of health at the beginning and present condition; twenty-six reported good health in the beginning, one fair, and one poor; twenty-six report present condition good and two fair. All stated how long in present employment; one had been a cigarmaker for 29 years, another 28, one 13, one 11, one 10, one 9, one 8, three 7, three 6, four 4, four 3, one 2, and four 1. All stated how long with present employer; one had been with present employer 10 years, four 4, six 3, four 2, five 1, two 15 months, two 7 months, one 6 months, one 2 months, one 6 weeks, and one 3 weeks.

Fifteen answered with reference to owning or renting their homes; eight owned their homes, seven rented. Eleven stated number of rooms; one had 6 rooms, four had 5, two had 3, and four had 1. Ten stated the amount paid for rent; one paid \$20, three \$12, one \$11, one \$10, two \$7, and one \$4 50. Three paid board and lodging; one \$5, one \$4, and one \$2 50, and one paid \$3 per week for board and \$10 a month room rent. Four report others dependent on them; one had 5 in family, another 2, and the other two one each in family. Sixteen reported that did not belong to beneficiary societies, and two reported in the affirmative. In case of sickness, one received \$5 per week and the other \$2 50. None of them belong to labor organizations.

BOOKBINDERS.

Of the twenty-two bookbinders, all gave their age and all were single; two were 31 years old, one 27, one 25, one 20, one 19, four 18, two 17, five 16, and five 15. All stated their nativity, out of which seventeen were Californians, two New Yorkers, one each from New Zealand, District of Columbia, and Nevada. All stated salary; one received \$15 per week, one \$12, two \$8, one \$5, three \$4 50, three \$4, two \$3 50, two \$3, two \$2 50, three \$2, one \$1, one \$22 per month.

All stated hours of labor, all beginning at 8 A. M.; six work until 6 P. M., with 60 minutes for lunch, nine work until 5 P. M., with 60 minutes for lunch, and seven work until 5 P. M., with 45 minutes for lunch. Six

have lost time on account of sickness; five 6 days and one 2 days. Four have lost time from no work; one 292 days, one 208, one 18, and one 6. Two have lost time from other causes; one 78 days and one 18 days. One did not state at what age she began work; two were 17, eight 16, eight 15, one 14, and two 13. The entire number were in good health in the beginning, and all save one are in good health now. One did not state how long in present employment; one worked 16 years, one 15, one 11, two 4, three 2, two 1, two 18 months, one 16, one 10, one 8, two 6, one 4, one 3, one 6 weeks, and one 8 days. Three of the total number had changed employers. One had worked 10 years in present place, another 11 years, and another 3 years since the change. One out of the total number paid \$5 per week for board and lodging. One of the number was a beneficiary in case of sickness to the amount of \$17 50 per month, and medicine and a physician's care. None were members of a labor organization.

Of the seven bookfolders, all gave their age, all were single, and all save one were born in California. The exception was a native of New York State. One was 23 years old, one 22, one 21, one 19, one 16, and two 15. All gave salary received; one received \$8 per week, one \$7, one \$6 50, one \$3 50, two \$3, and one \$1 50. All commenced work at 8 A. M. and worked until 5 P. M. Two were allowed 45 minutes for lunch, and the remainder 60 minutes. Two lost time on account of sickness; one 12 days, and one 3 days. Two lost time from no work; one 15 days, and one 6 days. Two lost time from other causes; one 2 days, and the other 1 day. All stated the age at which they began work; one was 19 years old, one 18, one 16, two 15, one 14, and one 13. All were in good health in the beginning, except two; one was fair and the other poor. All except one was in good health now. All reported how long employed and with present employer; only one had changed; she had worked 10 years—present employer, 1; of the others, one had worked 6 years, two 1 year, one 18 months, one 7 months, and one 24 months. One was a beneficiary, but did not state the amount received in case of sickness. None were members of labor organizations.

All the compositors stated their age, and all except one were single. Ten were Californians, one was from Maine, and one from Ohio. One was 24 years old, two 23, two 21, three 20, one 18, two 17, and one 16. All salaries were given; one received \$21 per week, three \$15, one \$13 50, one \$12 50, two \$10, one \$9, two \$6, and one \$5. All except one stated hours of labor; seven commenced work at 7 A. M., three at 8 A. M., and one at 8:30 A. M.; three worked until 6 P. M., with 60 minutes for lunch; two worked until 5:30 P. M., one was allowed 60 minutes for lunch, and the other did not state time; three worked until 5 P. M., with 45 minutes for lunch. Nine lost time on account of sickness; one 52 days, two 6, one 4, two 3, two 2, and one 1. Four lost time because of no work; one 104 days, one 60, and two 52. One lost 18 days from other causes. All except one stated at what age she began work; two were 17 years old, three 16, one 15, and one 10. All except one reported good health at the commencement and good health now. All stated how long in present employment; one 14 years, one 7, two 6, two 5, two 4, two 3, one 2, and one 1. Seven had changed employers. One was with present employer 6 years, one 4, one 3, two 2, one 1, three 6

months, one 7, and one 3 days. Two paid \$5 per week for board and lodging, and one paid \$3 50 per week. Two helped to support others; one 2 and the other 1 person. Two belonged to beneficiary societies; one received \$8 per week, medicine, and doctor's care; the other received \$7 per week. Four belonged to a labor organization.

Returns came in from three proofreaders. One was 23, one 17, and one 15 years of age. All were Californians. One received \$15 per week, one \$13, and one \$6. Two began work at 8 A. M. and continued until 5 P. M., with 45 minutes for lunch; one began at 7 A. M. and worked until 6 P. M., with 60 minutes for lunch. One lost 24 days from having no work. One was 18 years old when she began work, one was 13, and one did not state her age. All were in good health then, and are now. One had changed employers; she had worked 8 years altogether, and 6 months with present employer. The other two had worked 5 and 3 years, respectively. One belonged to a labor organization.

Of the nine pressfeeders, all except one stated their age. One was 25 years old, one 24, one 23, one 21, one 19, two 18, and one 17. All were single, and five of the number were born in California, two in England, one in Illinois, and one in New York. The one born in England has been in California 18 years, coming direct from home. All stated salary; one received \$12 per week, five \$9, one \$8, and one \$7. All began work at 7 A. M., and three worked until 6 P. M., the remainder quitting at 5 P. M. All were allowed 60 minutes for lunch. Three had lost time on account of sickness; one 18 days, one 6, and one 2. All except one stated the age at which they began work; two were 18 years old, three 16, two 15, and one 14. All reported good health in the beginning, and all except one, whose health was poor, are in good health now. All stated how long in present employment; one had worked 9 years, one 8, one 6, two 4, one 3, two 2, and one a single year. All except four had changed employers. One had been in present place 4 years, two 3, three 2, one 19 months, one 1 year, and another 6 days. One paid \$4 per week for board and lodging. One belonged to a beneficiary society, and received \$7 per week in case of sickness. None were members of a labor organization.

LITHOGRAPHERS.

Of the twelve label assorters working in lithographing establishments visited, all except one stated their age; one was 22 years old, one 21, four 20, two 18, two 17, and one 15. All were single, and all stated nativity; seven were Californians, while one came from Connecticut, another from Massachusetts, another from New Hampshire, another from Kentucky, and one from France. The latter was a deaf and dumb girl. She was 20 years old, had worked 6 months, and earned \$4 per week, beginning at 7 A. M. and continuing until 6 P. M., with 60 minutes for lunch.

All of the label assorters stated wages received; one earned \$9 per week, three \$6, two \$5, one \$4 50, and five \$4. All except one began at 7 A. M. and worked until 6 P. M., with 60 minutes for lunch, while one began at 8 A. M. and worked until 5 P. M., with 45 minutes for lunch. All stated at what age they began work; one was 28 years old, one 18, two 17, three 16, two 15, one 14, and one 13. All except one was in

good health at the beginning, and all except two reported good health now. The three exceptions were in fair health. Only one of the entire number had changed employers. She had worked 3 years, but had only been in the present place 6 days. Of the others, one had worked 3 years, four 2, one 1, one 6 months, one 4, one 3, one 2, and one 6 weeks. One paid \$2 50 per week for board and lodging, and another \$12 per month. None were members of a beneficiary society or of a labor organization.

Two women who are engravers answered questions propounded by this Bureau. One was 23 years old, single, a native Californian, earns \$7 50 per week, was 17 years old when she began work, has always enjoyed good health, and has been five years with present employer, never having changed since she began work. The other one was also born in California, and is single. She earns \$5 per week, works from 8 A. M. to 5 P. M., with 60 minutes for lunch, was 17 years old when she began, was in good health then and is the same now. She does not state how long in the occupation, nor how long with present employer. Both contribute part of earnings to their parents. Neither are members of beneficiary societies, nor do they belong to a labor organization.

DRY GOODS.

In twelve dry goods establishments there were 249 saleswomen. Of this number one received \$250 per month, one \$160, four \$100, one \$90, two \$80, nine \$75, three \$70, five \$60, six \$55, eight \$50, two \$45, eighteen \$40, one \$37 50, twenty-one \$35, twelve \$30, twenty-seven \$25, and eighteen \$22. Those who were paid by the week were as follows: One \$17 50 per week, one \$15, one \$12 50, six \$12, one \$11, eight \$10, eleven \$9, seven \$8, twenty-two \$7, twenty-seven \$6, eight \$5, seven \$4, and ten \$3. One of the saleswomen who received \$160, another \$70, another \$60, two others \$45 each, and another \$25 per month, were also given a commission of 2 per cent on all sales exceeding \$10 in value. Eleven establishments required the services of their employes from 8 A. M. to 6 P. M., and one from 7:30 A. M. to 6 P. M. Seven did not keep open on Saturdays in the evening, three kept open until 10 P. M., and one until 11 P. M. Six allowed 30 minutes for lunch, four 45 minutes, and two 60. Seats are provided in all the establishments visited, and with few exceptions the sales girls are native born, and are young. Very few are dependent upon their own exertions wholly. In the majority of cases they live with their parents, and are expected to contribute some part of their salaries to the home fund. The higher salaried are women of more experience, and in some cases have others dependent upon them.

MILLINERY.

In the sixteen millinery establishments visited, there were 179 employes. Their aggregate weekly earnings are \$1,711, an average of \$9 55 each. The highest salary is \$25 per week, and the lowest \$3. Three were paid \$25 per week, one \$21, three \$20, nine \$18, two \$16, thirteen \$15, one \$14, fourteen \$12, one \$11, twenty-four \$10, nineteen \$9, thirty-three \$8, eighteen \$7, twelve \$6, one \$5 50, four \$5, three \$4 50, and eighteen \$4 and less. Eight of the establishments required the services of their employes from 8 A. M. to 6 P. M., three from 8 A. M.

to 8 p. m., and five from 8 a. m. to 9 p. m., with 60 minutes for lunch allowed in all of them. One did not keep open Saturday evenings, four kept open until 9 p. m., seven until 10 p. m., and four did not close until 10:30 p. m. Salaries are paid weekly in full, and invariably in cash. Personal inspection found all of the work-rooms clean, airy, and well lighted. Few were above the ground floor, and in all there were ample facilities for escape in case of fire.

Besides the apprentice girls, who are required to serve three months without compensation, there are errand boys for each shop, and they, with the apprentices, receive from \$3 to \$4 per week, according to age and experience. If a girl is intelligent and proves capable, she receives a raise in salary every six months, until her business status is fixed. A large percentage of the milliners are native born, and nearly all of them live with their parents, to whom they give a portion of their earnings.

UNDERWEAR.

In nine establishments where underwear and white sewing were done, there were 157 women employed. The total weekly earnings are \$1,148 50, an average of \$7 31 each per week. One earned \$19 per week, four \$16, one \$14 50, five \$12, two \$11 50, two \$11, eighteen \$10, eight \$9, three \$8 50, twenty-five \$8, seven \$7 50, eight \$7, three \$6 50, twenty-six \$6, two \$5 50, fourteen \$5, nine \$4 50, nine \$4, three \$3 50, and seven \$3. Five of the total number of establishments began work at 8 a. m. and continued until 5:30 p. m., with 30 minutes for lunch. Four kept the same hours on Saturday, and one closed at noon that day. Three required the services of their employes from 8 a. m. to 6 p. m., allowing 45 minutes for lunch; one from 7:30 a. m. to 6 p. m., allowing 60 minutes for lunch, and closed at 5 p. m. on Saturdays.

FURS.

In three fur houses there were 51 female employes. Their aggregate weekly earnings were \$567, an average of \$11 12 per week each. Of this number one earned \$40 per week, twenty \$12 50, fifteen \$10, twelve \$9, two \$7, and one \$5. Two houses worked from 8 a. m. to 6 p. m., with 60 minutes for lunch, Saturdays included, while the other one worked from 8 a. m. to 5:30 p. m., with 60 minutes for lunch, and closing at 5 p. m. on Saturdays.

CANDY FACTORIES.

In nine candy factories, employing 49 women, the aggregate weekly earnings were \$326 30, an average of \$6 66 per week each. Of this number one earned \$13 80, five \$10, ten \$8, eight \$7, ten \$6, four \$5, five \$4 50, and six \$4. In three factories the work began at 7 a. m. and continued until 5:30 p. m. for the entire week, with 30 minutes for lunch; one began at 7:15 a. m. and worked until 6 p. m., with one hour for lunch; two began at 7:30 a. m. and worked until 6 p. m.; one allowed 60 minutes for lunch, the other 45 minutes; both closed at 5 p. m. on Saturdays; three commenced at 8 a. m. and worked until 6 p. m., with 60 minutes for lunch.

CLOAKS.

In eleven cloak-making establishments there are 251 employés, whose weekly earnings aggregate \$1,948, an average of \$7 76 per week each. One earned \$25 per week, two \$20, six \$15, two \$14, nine \$12, six \$11, fifty-five \$10, sixteen \$9, twenty-five \$8, twenty-five \$7, six \$7 50, twenty-two \$6, two \$5 50, forty-nine \$5, one \$4 50, thirteen \$4, two \$3 50, six \$3, and three \$2 50. Seven of the eleven establishments begin work at 8 A. M. and work until 6 P. M.; five allow 60 minutes for lunch, and two give 45 minutes; one begins work at 8 A. M. and continues until 6 P. M., with 30 minutes for lunch; the others begin at 7:30 A. M. and continue until 5:30 P. M., with 30 minutes for lunch.

PRINTERS.

The working conditions of women in printing offices are not very favorable under the best circumstances, because the work itself is unhealthy, and it seems to be their unhappy lot to be ground down to the lowest possible rate of wages. The typographical unions attempt, and do maintain, a certain standard of wages for certain kinds of work done under prescribed conditions, but there are so many ways to comply with the letter of the law and to violate its most important principles, that it is well nigh impossible to prevent women in printing offices from being imposed upon.

In twenty-three printing offices the total weekly earnings of 44 females are \$317 05, the average being \$7 20 per week each. In thirteen offices work commenced at 7 A. M. and ceased at 6 P. M., except on Saturdays, when the offices closed at 5 P. M.; in twelve of these, 60 minutes were allowed for lunch; three offices commenced work at 7:30 A. M. and ceased at 5:30 P. M., except on Saturdays, when the offices closed half an hour earlier; two allowed 60 minutes for lunch, and one 45 minutes; five offices began work at 8 A. M. and ceased at 6 P. M., and two worked from 8 A. M. to 5 P. M.; four allowed 60 minutes for lunch, and one 30 minutes; one began at 8:30 A. M. and worked until 5 P. M. the entire week, allowing 60 minutes for lunch.

FANCY GOODS.

In five establishments where fancy goods were sold there were 14 women employed. Their aggregate weekly earnings were \$147 80, an average of \$10 55 per week each. In four shops the hours of labor were from 8 A. M. to 6 P. M., and 60 minutes were allowed for lunch; three kept open on Saturdays to 10 P. M., while one required service only until 9:30; one establishment opened at 8 A. M. and closed at 5:30 P. M., Saturdays included, and its employés also had one hour for lunch.

PHOTOGRAPH GALLERIES.

It was difficult to get full employers' returns from photograph galleries, owing more to prejudice against making a statement of salaries paid than any other reason. Reticence seems to be the rule, not only with employers but also with the employés themselves. However, the number of women finding employment in galleries is increasing, and

the wages run from \$3 to \$25 per week. High salaries are possible to saleswomen, retouchers, and colorists, as well as to women who know how to do a water color over an enlarged solar print. Of the two establishments making a statement, one woman was paid \$25 per week, another \$20, three \$10, one \$8, one \$7, one \$6, and one \$4, a total of nine employes, and a weekly earning of \$100, making an average of \$11 11 each. One gallery required services from 7 A. M. to 6 P. M., and allowed one hour for lunch; the other, from 8 A. M. to 5 P. M., with the same time for lunch. Neither kept open on Saturdays, but did do business during certain hours on Sunday. Those employed were obliged to serve alternately on Sundays.

RESTAURANTS.

In the eleven restaurants visited there were 130 female employes. Their aggregate monthly earnings were \$3,347 50, an average of \$25 75 per month, which also included board. Of the number, one earned \$30 per month, twelve \$20, twenty-five \$39, fifty \$33, two \$35, two \$26, eight \$25, seven \$15, and twenty-three did not state specified sum. The hours vary, and there is no rest on Sunday. In boarding houses where waitresses and chambermaids are required, the wages run from \$15 for second girl to \$17 50 for chamber work, and \$20 for good waitresses. This includes both room and board. Hotel chambermaids receive the uniform price of \$17 50 per month, with room and board, and their perquisites are such as to enable the majority of them to have a little bank account.

DRUGS AND CHEMICALS.

In seven drug and chemical houses there are 25 female employes. Their total weekly earnings are \$175 95, an average of \$7 04 per week each. One earned \$13 84 per week, four earned \$12, one \$10, two \$9, one \$8, six \$6, and the remainder \$4 and \$3 50 per week each. All worked 10 hours per day, and were allowed 60 minutes for lunch. None work on Saturday nights.

SOAP AND CANDLES.

Returns came in from 7 women who are engaged in soap and candle-making. All stated their age; one was 23, one 21, one 19, two 18, and two 16. All were single. Three were born in California, two in New York, and one each in Massachusetts and Ireland. The girl born in Ireland has been in California 4 years, coming direct from Ireland to San Francisco. Every one earned 75 cents a day, and worked from 7 A. M. to 6 P. M., with 30 minutes for lunch. Two had lost time on account of sickness; one 12 days and one 4 days. All had lost time on account of no work; three 24 days and four 18 days. All reported health good in the beginning and the same now. None had changed employers, and none had worked a year. Four had worked 6 months, one 5 months, and two 3 months. No other questions on the blanks were answered.

In addition to this, returns were received from four factories employing 26 women. The aggregate weekly earnings were \$150, which would make an average of \$5 77 a week each. They all worked from 7 A. M. to 5:30 P. M., and were allowed 30 minutes for lunch. On Saturdays the factories close at 5 P. M. There is also a period of 52 days in the

year when the factories are closed. None of the employés seen would rank as skilled workers. They were beginners, and most of them young girls who were making their first attempt at earning a livelihood.

SEWING MACHINES.

Of women employed in sewing machine agencies, one was paid \$13, two \$10, three \$7, and one \$6 per week, a total of 7; aggregate weekly earnings, \$60; average, \$8 57 each. Services were required from 8 A. M. to 6 P. M., with 30 minutes for lunch, and closing at 5 P. M. on Saturdays.

PAPER BOXES.

Among the paper box factories, there were seven which employed 101 women and girls. The aggregate earnings per week were \$652, which makes an average of \$6 46 per week each. Three earned \$11 per week, four \$10, eight \$9, nine \$8, one \$7 50, nine \$7, forty-eight \$6, four \$5, two \$4 50, nine \$4, and four \$3. All worked 9 hours per day. In four factories 60 minutes were allowed for lunch, while in three 30 minutes was all the time allowed.

TOYS AND NOTIONS.

In five establishments where toys and notions were sold, there were 39 female employés. Of these one earned \$15 per week, two \$12, three \$10, two \$9, four \$8, two \$7 50, one \$7, and four \$6. The remainder were paid by the month, as follows: one \$45, one \$40, one \$37 50, five \$35, six \$30, one \$27 50, one \$25, three \$15, and one \$14. Those paid by the month received their money on the 1st and 15th of each month. One firm required the services of employés from 7 A. M. to 5:30 P. M., with 45 minutes for lunch; another from 7 A. M. to 6 P. M., with one hour for lunch; three from 7:30 A. M. to 8 P. M., with 45 minutes for lunch, and one from 8 A. M. to 8 P. M., with 45 minutes for lunch. One closed at 5 P. M. on Saturdays, one at 5:30 P. M., one at 10 P. M., and one at 10:30 P. M.

In every case seats are provided and separate closets and dressing-rooms are set apart for the girls employed. Aside from the long hours there is little or no hardship attached to this kind of work, and as none of the employés are married or dependent wholly upon their own exertions for a livelihood, their condition cannot be said to be unfavorable.

GROCERIES.

In two large grocery stores where six women were employed, the aggregate weekly earnings were \$65, an average of \$10 83 per week each. They worked from 7 A. M. to 6 P. M., and one house allowed 60 minutes for lunch, the other 40 minutes. Both kept open until 9 P. M. on Saturdays.

GLOVES.

In four glove houses, employing 24 saleswomen, the total earnings per week were \$180 50, an average of \$7 52 per week each. Three houses were open from 8 A. M. to 6 P. M., and allowed 30 minutes for lunch. One kept open from 8:15 A. M. to 9 P. M. every day, allowing

45 minutes for lunch. This house closed at 10 P. M. on Saturdays, the other three at 10:30 P. M.

HARDWARE.

In five tin and hardware establishments there were 74 women employed. Of this number one received \$50 per month, one \$45, two \$10 per week, one \$8, four \$7 50, twenty-one \$9, four \$7, twenty-two \$4, and eighteen \$3. All worked from 7 A. M. to 6 P. M., and were allowed 45 minutes for lunch.

CROCKERY.

In three crockery houses there were 24 female employés. Their aggregate monthly earnings were \$646 66, an average of \$26 94 per month each. One earned \$90 per month, one \$39, one \$35, one \$34 66, two \$30, two \$27 50, two \$28, one \$27, two \$26, two \$25, two \$20, two \$18, one \$16, and four \$14. All worked 10 hours, and were allowed 45 minutes for lunch. None of the houses kept open on Saturday evenings.

AGRICULTURAL IMPLEMENTS.

In two houses carrying agricultural implements there are five women employed. Three of them earned \$50 each per month, one \$30, and one \$25, a total of \$205 per month, and an average of \$41 per month each. In one house work began at 7 A. M. and continued until 5 P. M.; the other began at 7 A. M. and worked until 6 P. M. Both houses allowed 60 minutes for lunch. One closed at 5 P. M. on Saturdays, and the other at 2:30 P. M.

TABULATED STATEMENTS

OF

INDIVIDUAL WAGE-EARNERS.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, AND GENERAL CONDITIONS OF INDIVIDUAL WAGE-WORKERS.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California		Year	Daily Average	From A. M.	To P. M.		Sick	No Work	Other Cause.	
Iron Workers, Etc.																	
1	Machinist	42	M	S	Germany	25	17	\$3 25, day	\$994	\$2 12	7	5	45	45	18		
2	Machinist	41	M	M	Prince Edward Isle.			3 00, day	862	2 36	7	5	45	45			
3	Machinist	48	M	M	Ireland	35	25	3 60, day	1,051	2 88	7	5	45	45	14		
4	Machinist	44	M	M	England	43	18	4 00, day	1,220	3 34	7	5	45	45	1		
5	Machinist	48	M	M	Ohio			4 00, day	1,108	3 30	7	5	45	45			
6	Machinist	49	M	M	New York			3 25, day	988	2 70	7	5	45	45	2		
7	Machinist	29	M	S	United States.			3 50, day	1,029	2 81	7	5	45	45	12		
8	Machinist	36	M	M	New York			3 75, day	1,102	3 02	7	5	45	45			
9	Machinist	49	M	M	Sweden	26	18	3 00, day	918	2 51	7	5	45	45			
10	Machinist	21	M	M	California			2 75, day	841	2 30	7	5:45	45	45			
11	Machinist	21	M	M	California			3 50, day	1,071	2 93	7	5:45	45	45			
12	Machinist	19	M	S	California			7 00, week	357	1 98	7	5:45	45	45	52	78	
13	Machinist	29	M	M	Mexico	22	22	3 75, day	660	1 81	7	5:45	45	45	12		12
14	Machinist	40	M	M	France	20	18	3 50, day	987	2 70	7	6	60	60			153
15	Machinist	60	M	M	England	35	15	3 25, day	497	1 36	7	6	60	60			
16	Machinist	22	M	S	California			3 00, day	918	2 51	7	6	60	60			
17	Machinist	34	M	M	Germany	14	8	3 00, day	840	2 30	7	5:30	30	30	26		
18	Machinist	36	M	M	Scotland	9	3	3 00, day	849	2 32	7	5:30	30	30	18	5	
19	Machinist	24	M	S	Ireland	15	13	3 00, day	906	2 46	7	5:30	30	30	6		6
20	Machinist	25	M	S	Illinois			3 00, day	666	1 82	7	5:30	30	30	6	78	
21	Machinist	20	M	S	New York			2 15, day	647	1 77	7	5:30	30	30	5		
22	Machinist	35	M	M	England	31	31	3 50, day	843	2 31	7	5:30	30	30			65
23	Machinist	28	M	S	Nova Scotia	16	16	3 25, day	994	2 72	7	5:30	30	30			
24	Machinist	32	M	S	England	10	7	3 00, day	459	1 25	7	5:30	30	30	153		
25	Machinist	21	M	S	California			1 80, day	504	1 38	7	5:30	30	30	26		
26	Machinist	25	M	S	Germany	15	15	3 00, day	840	2 30	7	5:30	30	30			
27	Machinist	19	M	S	California			1 30, day	397	1 09	7	5:30	30	30			
28	Machinist	20	M	S	California			2 05, day	627	1 71	7	5:30	30	30			
29	Machinist	25	M	S	California			3 00, day	909	2 49	7	5:30	30	30	3		
30	Machinist	23	M	S	England			2 50, day	765	2 09	7	5:30	30	30			
31	Machinist	25	M	M	New York	21	21	3 50, day	1,071	2 93	7	5:30	30	30			
32	Machinist	29	M	M	Delaware			3 50, day	1,071	2 93	7	5:30	30	30			
33	Machinist	21	M	S	California			2 15, day	602	1 64	7	5:30	30	30	26		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported.	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging ..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Iron Workers, Etc.														
1	Machinist.....	good	good	29	2	rent	1	\$8 00	\$5 25		3	yes	no	\$12 00
2	Machinist.....	good	good	12	16 m	rent	4	16 00			5	no	no	10 00
3	Machinist.....	good	good	32	18	rent	7	30 00				no	no	
4	Machinist.....	good	good	26	18	own					3	no	no	
5	Machinist.....	fair	good	26	24	own					4	no	no	
6	Machinist.....	good	good	30	23	rent	5	18 00			2	yes	no	15 00
7	Machinist.....	good	good	10	5	rent	1	9 00	4 00			no	no	
8	Machinist.....	good	good	20	18 m	rent	3	11 00				no	no	7 00
9	Machinist.....	fair	fair	10	12	own					4	yes	no	9 00
10	Machinist.....	good	good	4 1/2	4	own					4	yes	no	
11	Machinist.....	good	good	4	3	rent						no	no	
12	Machinist.....	good	good	18 m	18 m									
13	Machinist.....	good	fair	14	2	rent	4	17 00			3	no	no	10 00
14	Machinist.....	good	good	26	18	own					2	yes		20 00
15	Machinist.....	good	good	40	15	own				\$25 00		no		15 00
16	Machinist.....	good	good	6	6						4	yes		7 00
17	Machinist.....	good	good	20	3 m	rent	4	15 00				no		
18	Machinist.....	fair	fair	20	4 m	rent	3	12 50			1	no		
19	Machinist.....	good	good	9	5	rent	1	7 00	3 50			yes		
20	Machinist.....	good	good	10	2			6 00	3 50		3	no		
21	Machinist.....	good	good	4	4							no		7 50
22	Machinist.....	good	good	11	11	rent	7	35 50			1	yes		
23	Machinist.....	good	good	11	3						5	no		
24	Machinist.....	good	good	14	3 w		1	6 00	5 00		2	no		
25	Machinist.....	good	good	4	3							no		
26	Machinist.....	good	good	6	4		1	10 00	5 00			yes		7 50
27	Machinist.....	good	good	3	2	A								
28	Machinist.....	good	good	4	4	A								
29	Machinist.....	good	good	12	4	rent	4	15 00				yes		7 50 Dr. & Med.
30	Machinist.....	good	good	5	4					5 00	2	yes		7 50 Dr. & Med.
31	Machinist.....	good	good	10	10	rent	4	16 00			2	no		
32	Machinist.....	good	good	11	5	rent	3	27 00			1	no		
33	Machinist.....	good	good	4	4				8 00					

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
Iron Workers, Etc.—Continued.															
34	Machinist	46	M	New York			\$3 25, day	\$994	\$2 72	7	5:30	30			
35	Machinist	24	M	Ohio			3 00, day			7	5:30	30		78	
36	Machinist	37	M	Rhode Island			3 00, day			7	5:30	30		208	
37	Machinist	32	M	Missouri			2 00, day			7	5:30	30		182	
38	Machinist	34	M	Pennsylvania			3 50, day	1,071	2 93	7	5:30	30			
39	Machinist	22	M	California			3 00, day			7	5:30	30			
40	Machinist	58	M	Ohio			20 00, week	960	2 63	7	5:30	30	6	12	
41	Machinist	35	M	Sweden	5	4	2 50, day			7	5:30	30			
42	Machinist	26	M	Denmark	7	4	3 25, day			7	5:30	30		104	
43	Machinist	32	M	England	30	30	3 00, day			7	5:30	30		78	
44	Machinist	38	M	New Hampshire			3 50, day	1,064	2 91	7	5:30	30		2	
45	Machinist	26	M	California			3 50, day	1,071	2 93	7	5:30	30			
46	Machinist	16	M	California			3 00, week			7	5:30	30			
47	Machinist	30	M	Canada	22	22	3 50, day	1,071	2 93	7	5:30	30			
48	Machinist	30	M	California			3 50, day	1,071	2 93	7	5:30	30			
49	Machinist	21	M	California			3 25, day	994	2 72	7	5:30	30			
50	Machinist	40	M	Maine			3 50, day	1,071	2 93	7	5:30	30			
51	Machinist	49	M	France	20	15	3 50, day	1,071	2 93	7	5:30	30			
52	Machinist	27	M	California			3 50, day	1,064	2 91	7	5:30	30			
53	Machinist	41	M	Ohio			3 50, day	1,071	2 93	7	5:30	30	2		
54	Machinist	55	M	Scotland	28	28	3 50, day	1,071	2 93	7	5:30	30			
55	Machinist	25	M	California			3 50, day	1,071	2 93	7	5:30	30			
56	Machinist	60	M	Ireland	47	23	3 50, day			7	5:30	30			
57	Machinist	21	M	Minnesota			2 75, day	792	2 17	7	5:30	30	6		
58	Machinist	37	M	Germany	12	12	3 50, day	1,071	2 93	7	5:30	30			
59	Machinist	15	M	United States			4 50, week			7	5:30	30			
60	Machinist	43	M	Nova Scotia	20	20	3 75, day	1,147	3 14	7	5:30	30			
61	Machinist	14	M	Norway	5	5	2 50, week	127	34	7	5:30	30			
62	Machinist	19	M	United States			8 00, week	408	1 11	7	6:20	40			
63	Machinist	53	M	England			4 00, day	924	2 53	7	5:00	30		75	
64	Machinist	40	M	California	22	1	3 00, day			7	5:45	35	36	2	
65	Machinist (lathe)	19	M	United States			8 00, week			7	5:15	45		4	
66	Machinist	28	M	United States			2 75, day	819	2 26	7:15	4:44	30	36		8

DATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health. Then..... Now	Years Engaged Present Em- ployment..... Present Em- ployer	Own or Rent Home	Number of Rooms.	Amount Paid for Rent..... Board..... Board and Lodging..	Others Supported..	Member of Beneficial Associat'ns Labor Or- ganizat'ns.	Weekly Benefits.
	<i>Iron Workers, Etc.—Continued.</i>									
34	Machinist	16	good	30	rent	4	\$17 50	4	no	\$5 00
35	Machinist	19	good	10	rent	4	12 00	2	yes	
36	Machinist	14	good	16	own			2	no	
37	Machinist	15	good	3 m	A			2	no	
38	Machinist	18	good	10	own			1	yes	8 00
39	Machinist	14	good	6	rent	6	17 00		yes	6 00
40	Machinist	20	good	43	own				yes	19 00 Dr. & Med.
41	Machinist	15	good	20	rent	1	\$3 50 w		yes	10 00
42	Machinist	15	good	15	own	4	8 00	3	no	
43	Machinist	16	good	16	own			4	yes	
44	Machinist	10	good	25	own				yes	
45	Machinist	14	good	12	own		6 00		yes	
46	Machinist	15	good	6 w	own			5	no	10 00
47	Machinist	12	good	20	own			2	yes	10 00
48	Machinist	13	good	12	own			1	yes	10 00
49	Machinist	17	good	5	own			9	no	
50	Machinist	12	good	27	own			4	no	
51	Machinist	11	good	38	rent	4	19 00	1	no	
52	Machinist	15	good	12	rent	6	22 50	1	no	
53	Machinist	16	good	25	rent	6	20 00		no	
54	Machinist	13	good	41	rent				no	
55	Machinist	17	good	8	own				no	
56	Machinist	14	poor	44	own				no	
57	Machinist	17	good	4	rent				no	
58	Machinist	14	good	23	rent	5	15 00	3	yes	12 00
59	Machinist	14	good	1	own				no	
60	Machinist	14	good	20	own			2	yes	10 00
61	Machinist	13	good	1 m	own				no	
62	Machinist	17	good	2	own			2	no	
63	Machinist	16	bad	35	own			2	no	
64	Machinist	11	fair	29	rent	5	15 00	6	yes	3 00
65	Machinist (lathe)	16	good	18 m	own				no	
66	Machinist	14	fair	13	own				no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued).

No.	Occupation.	Age. Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
67	Iron Workers, Etc.—(Continued.)														
67	Machinist	44	M	United States	17		\$3 75, day	\$1,147	\$3 14	7:20	4:45	35			
68	Machinist, apprentice	18	M	California			4 00, week	204	56	7	5	45			
69	Machinist, apprentice	20	M	California			1 00, day	306	84	7	5	45			
70	Machinist, apprentice	19	M	California			2 00, day	582	1 59	7	5	45	15		
71	Machinist, apprentice	19	M	California			4 00, week	204	56	7	5:45	45	1		
72	Machinist, apprentice	17	M	California			2 00, week			7	5:30	30			
73	Machinist, apprentice	17	M	Maine			2 00, week			7	5:30	30			
74	Machinist, apprentice	19	M	California			3 00, week	153	41	7	5:30	30			
75	Machinist, apprentice	20	M	California			8 00, week	400	1 09	7	5:30	30	6		
76	Machinist, apprentice	15	M	California			8 00, week	406	1 11	7	5:45	45	2		
77	Machinist, apprentice	19	M	California			7 00, week	296	81	7	5:30	30	26		26
78	Machinist	48	M	England	38	30	2 25, day	648	1 77	7	5	45	18		
79	Machinist	44	M	New York			1 80, day	551	1 50	7	5	45			
80	Machinist	54	M	New York			2 25, day	636	1 74	7	5	45	5	18	
81	Engineer	34	M	Canada	8	6	4 15, day	1,289	3 47	7	6	60			
82	Engineer	52	M	England	19	17	75 00, mo	900	2 46	7	5:30	30			
83	Machine shop laborer	27	M	Ireland	10	9	2 00, day			7	6	60			
84	Machine shop laborer	26	M	Sweden	5	15m	2 00, day	612	1 67	7	5:30	30			
85	Machine shop laborer	32	M	Ireland	4	4	2 00, day	412	1 13	7	5:30	30	100		
86	Outside man	36	M	Connecticut			20 00, week	1,020	2 79	7	5:30	30			
87	Laborer	24	M	Portugal	5	5	2 00, day			7	6	60	60	40	1
88	Engineer, stationary	48	M	United States						7	5	60			
89	Engineer, stationary	59	M	England	53	36	2 50, day			7	5	60			6
90	Ironmolder	49	M	Massachusetts			3 00, day	900	2 46	7	5	45			
91	Ironmolder	38	M	Scotland	10	10	3 25, day					60	54		
92	Ironmolder	41	M	New York			3 25, day					60		26	
93	Ironmolder	60	M	Ireland	40	35	3 25, day						104	52	
94	Ironmolder	26	M	Australia	18	18	3 25, day								
95	Ironmolder	21	M	Scotland	21	18	3 25, day						18	5	
96	Ironmolder	50	M	Australia	18	18	7 00, week								21
97	Ironmolder	21	M	Germany	18	18	15 00, week			7	5:30	30			
98	Engineer, stationary	44	M	California	22	9	100 00, mo	1,100	3 01	7	5:30	30	26		
99	Miller	28	M	California				798	2 18	7	5	45	78		
99		36	M	New York			3 50, day								

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms.			Amount Paid for			Others Supported..		Member of		Weekly Benefits.
		Then	Now	Present Employment	Present Employer					Rent	Board	Board and Lodging ..			Beneficial Associat'ns	Labor Organizat'ns.	
67	<i>Iron Workers, Etc.—Continued.</i>																
68	Machinist, apprentice.....	good	fair	23	6	own	6					\$3 00	5		no	yes	
69	Machinist, apprentice.....	good	good	1	1										no	no	
70	Machinist, apprentice.....	good	good	3	15 m												
71	Machinist, apprentice.....	good	good	3	18 m												
72	Machinist, apprentice.....	good	good	1	6 m												
73	Machinist, apprentice.....	good	good	5 m						\$5 00	\$3 00				no	no	
74	Machinist, apprentice.....	good	good	1	1					5 00	15 m				no	no	
75	Machinist, apprentice.....	good	good	3	3										no	no	
76	Machinist, apprentice.....	good	good	2	2										no	no	
77	Machinist, apprentice.....	good	good	2	2												
78	Machinist, apprentice.....	good	good	28	14	own											
79	Machinist.....	good	good	6	6					8 00	14 m		1		yes		\$8 00
80	Machinist.....	good	good	34	5	rent	4			10 00			1		no	no	
81	Engineer.....	good	good	20	4	rent	10			65 00			7		no	no	7 00
82	Engineer.....	good	good	38	7	own							1		yes	no	10 00
83	Machine shop laborer.....	good	good	10	2	rent				25 00		4 00			no	no	
84	Machine shop laborer.....	good	good	5	15 m					6 00	3 50				no	no	
85	Machine shop laborer.....	good	good	4	4							20 00			no	no	
86	Outside man.....	good	good	6	6	rent	10			30 00			7		no	no	
87	Laborer.....	good	good	18 m	18 m					12 00			2		no	no	
88	Engineer, stationary.....	good	fair	14	1 d										yes	no	8 00
89	Engineer, stationary.....	good	good	2 m	2 m	rent				15 00					no	yes	
90	Ironmolder.....	good	good	25	6							1 d	1		no	yes	10 00
91	Ironmolder.....	good	good	26	2	rent	6			26 00			6		yes	no	1 00
92	Ironmolder.....	good	good	24	6 m	rent	5			20 00			4		yes	yes	8 00
93	Ironmolder.....	good	good	40	18 m	own							5		yes	no	10 00
94	Ironmolder.....	good	good	9	6	rent				18 00			1		no	yes	18 00
95	Ironmolder.....	poor	poor	37	18 w	rent				14 00			4		yes	yes	
96	Ironmolder.....	good	good	2	2												
97	Ironmolder.....	good	good	30	9 m		1			5 50	6 00				yes	no	10 00
98	Engineer, stationary.....	good	good	13	4 m					20 00					yes	no	10 00
99	Miller.....	good	good	22	10	rent	4						5		yes	no	10 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
Iron Workers, Etc.—Continued.																
100	Laborer.	33	M	M	Ireland	12	10	\$2 50, day	\$762	\$2 09	7	5	45		1	
101	Laborer.	46	M	S	Ireland	24	15	2 00, day	612	1 68	7	5	45			
102	Laborer.	63	M	S	New Brunswick.	6	6	2 00, day	596	1 63	7	5	45	8		
103	Laborer.	27	M	S	California.			2 00, day	612	1 68						
104	Laborer.	27	M	S	Ireland	10	9	2 00, day	612	1 68	7	5	45			
105	Laborer.	23	M	S	Ireland	5	4	2 00, day							26	30
106	Laborer.	60	M	S	Ireland	40	28	3 00, day								
107	Laborer.	25	M	S	Ireland	5	5	2 25, day								
108	Laborer.	45	M	M	France	32	6	2 50, day								
109	Coremaker.	46	M	M	Ireland	21	16	3 00, day								
110	Foundryman.	61	M	M	Ireland	41	18	2 50, day			7	5:30	50	3	40	
111	Ironmolder.	48	M	M	Scotland	30	28	3 50, day			7	6	60	10	260	
112	Ironmolder.	30	M	M	Canada	2	18m	3 00, day			7	5:30	30	36		
113	Ironmolder.	28	M	S	California.			3 75, day			7	5:30	30	78		
114	Ironmolder.	40	M	M	Ireland	31	24	2 75, day			7	5:30	30	60		
115	Ironmolder.	38	M	M	Rhode Island.			4 00, day			7	5:30	30	36		
116	Ironmolder.	58	M	M	New Hampshire.			4 00, day	1 176	3 22	7	5	45	12		
117	Ironmolder.	60	M	M	Canada.	55	38	3 25, day	994	2 72	7	5	45			
118	Ironmolder.	26	M	S	Ohio			2 75, day	742	2 03	7	5	45		36	
119	Ironmolder, apprentice.	18	M	S	California.			1 25, day			7	5	45			
120	Ironmolder, apprentice.	16	M	S	California.			65, day			7	5	45	12		
121	Ironmolder, apprentice.	19	M	S	California.			1 00, day			7	5:30	30			
122	Ironmolder, apprentice.	21	M	S	Norway.	4	4	2 00, day	534	1 46	7	5:30	30	39		
123	Ironmolder, apprentice.	20	M	S	California.			2 00, day			7	5:30	30			
124	Ironmolder, apprentice.	19	M	S	Ohio.			1 75, day	504	1 38	7	5	45	18		
125	Ironmolder, apprentice.	16	M	S	Australia.	14	14	2 00, day			7	5	45	153		
126	Ironmolder, apprentice.	19	M	S	Ohio.			1 50, day	459	1 26	7	5	45			
127	Ironmolder, apprentice.	43	M	S	Scotland.	6	6	4 00, day			7	6	60	20		
128	Ironmolder.	45	M	S	Ireland.	20	14	4 00, day			7	6	50			
129	Ironmolder.	42	M	S	Ireland.			3 50, day			7	6	60	40		
130	Ironmolder.	28	M	S	Sweden.	6	3	2 25, day			7	5:30	30	5		
131	Ironmolder, helper.	30	M	S	Ireland.	5	4	2 00, day	677	1 85	7	5:30	30		78	
132	Ironmolder, coremaker.	22	M	S	California.			2 50, day	765	2 10	7	5:30	45			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work.	Health.		Years Engaged		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported.	Member of		Weekly Benefits.
			Then	Now	Present Employment	Present Employer			Rent	Board	Board and Lodging		Beneficial Associat'ns	Labor Organizat'ns	
Iron Workers, Etc.—Continued.															
100	Laborer	16	good	good	17	6	rent	7	\$22 50			4	yes	no	\$10 00
101	Laborer	18	good	good	22			5	4 50				yes	no	10 00
102	Laborer	16	good	good	2	2					20		no	no	
103	Laborer														
104	Laborer	15	good	good	10	18 m		1	5 00	17 m			yes	no	10 00
105	Laborer	18	good	good	5	6 m		1	5 00	\$3 50			yes	no	10 00
106	Laborer	14	good	good	46	10	rent	5	17 00			4	no	no	10 00
107	Laborer	20	good	good	7	2		1	5 00	5 00			yes	no	10 00
108	Laborer	14	good	fair	27	5 m	rent	3	10 00			3	no	no	10 00
109	Coremaker	21	good	good	18	2	rent	4	14 00			6	yes	yes	10 00
110	Foundryman	15	good	fair	35	4	rent	5	14 00			1	no	no	
111	Ironmolder	14	good	poor								5	no		
112	Ironmolder	15	good	good	6	6 m	rent	5	20 00			1	yes		3 00
113	Ironmolder	18	good	good	18	6 m		1	7 00	4 00		1	yes		8 00
114	Ironmolder	14	good	good	27	5 m	rent	4	13 50				no	no	
115	Ironmolder	17	good	good	20	6 m	rent	5	20 00			1	no	no	
116	Ironmolder	18	good	good	40	31	own					3	no	no	
117	Ironmolder	12	good	good	44	22 m	rent	11	37 00			2	yes	no	10 00
118	Ironmolder	19	good	good	6	13 m							no	no	
119	Ironmolder, apprentice	15	good	good	2	2							no	no	
120	Ironmolder, apprentice	12	good	good	4 m	4 m				4 00 w			no	no	
121	Ironmolder, apprentice	12	good	good	3 m	3 m									
122	Ironmolder, apprentice	10	good	good	2	2									
123	Ironmolder, apprentice	15	good	good	5	6 m				5 00 w			no		7 50
124	Ironmolder, apprentice	17	good	good	2	2				20 00			yes		
125	Ironmolder, apprentice	14	good	poor	2	2				4 00			no	no	
126	Ironmolder, apprentice	15	good	good	2	2									
127	Ironmolder	12	good	good	5	5						4	yes	yes	17 00
128	Ironmolder	13	good	fair									yes	yes	
129	Ironmolder	15	good	good	26	18 m		4					yes	yes	8 00
130	Ironmolder	18	good	good	6	18 m							no	no	
131	Ironmolder, helper	14	good	good	3	5 m		1	6 00	3 50			no	no	
132	Ironmolder, coremaker	15	good	good	5	18 m						3	no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Aver- age	From A. M.	To P. M.		Sick	No Work.	Other Cause.
<i>Iron Workers, Etc.—Continued.</i>																
133	Ironmolder, coremaker.	31	M	S	Ohio			\$2 50, day	\$760	\$2 08	7	5	45			
134	Ironmolder, patternmaker.	21	M	M	California			3 00, day	912	2 50	7	5	45		2	
135	Ironmolder, patternmaker.	35	M	M	England	15	13	3 00, day	918	2 52	7	5	45			
136	Ironmolder, patternmaker.	35	M	M	United States			4 00, day	1,224	3 35	7	5	45			
137	Patternmaker, apprentice.	16	M	M	Pennsylvania			1 00, day	306	83	7	5	45			
138	Blacksmith	42	M	M	Indiana			3 00, day			7	5:30	30		104	
139	Blacksmith	61	M	M	United States			30 00, week	1,530	4 19	7	5:30	30			
140	Blacksmith	50	M	S	Scotland	11	11	6 00, day			7	6	60			
141	Blacksmith	15	M	S				4 00, week			7	6	60		2	
142	Blacksmith	17	M	S	United States			2 50, day	203	55	7	5:30	30		104	1
143	Blacksmith	35	M	M	Pennsylvania			3 50, day	505	1 38	7	5:30	30			
144	Blacksmith, helper.	35	M	M	Pennsylvania			2 25, day	878	2 40	7	5:30	30			
145	Blacksmith, helper.	50	M	M	Ireland	33	14	2 25, day	630	1 73	7	5	45		26	
146	Blacksmith, foreman.	63	M	M	England	40	34	5 50, day			7	5	45		78	
147	Machinist.	33	M	M	United States			3 75, day			7	5:30	30			24
148	Machinist	40	M	M	England	22	15	4 00, day	1,128	3 09	7	5:30	30		6	18
149	Sawmaker.	20	M	S	Cuba			10 00, week	476	1 30	7	5:30	30		20	
150	Sawmaker.	25	M	M	Massachusetts			5 00, day			7	5:30	30			
151	Sawmaker.	32	M	M	Germany	24	24	3 75, day			7	5:30	30		52	
152	Sawmaker.	19	M	S	Cuba			5 00, week	1,147	3 14	7	5:30	30			
153	Sawmaker.	43	M	M	England	22	20	5 00, day	255	70	7	5:30	30			9
154	Sawsmith	64	M	M	New Hampshire			4 00, day	1,465	4 01	7	5:45	45			
155	Sawfiler	35	M	S	England	10	9	2 50, day			7	5:30	30		6	12
156	Steamfitter.	24	M	S	United States			3 50, day			7	5	60			
157	Helper	38	M	S	England			2 25, day			7	5:30	30		18	
<i>Brass Workers.</i>																
158	Brass finisher.	40	M	S	United States			3 00, day			7	5:30	30			
159	Brass finisher.	41	M	S	Maine			2 00, day	612	1 67	7	5:30	30		130	
160	Brass finisher.	37	M	M	California			100 00, mo	1,200	3 28	7	5:30	30			
161	Brass finisher.	65	M	M	England	40	31	3 00, day	858	2 35	7	5:30	30		20	
162	Brass finisher.	17	M	S	New York			4 00, week	204	56	7	5:30	30			
163	Brass finisher.	50	M	M	Denmark	22	17	30 hour			7	5:30	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported.	Member of		Weekly Benefits.
		Then	Now	Present Employment	Present Employer			Rent	Board	Board and Lodging		Beneficial Associat'ns	Labor Organizat'ns	
Iron Workers, Etc.—Continued.														
133	Ironmolder, coremaker	good	fair	1	1	rent	1	\$5 00	\$3 50	\$25 m	2	no	no	
134	Ironmolder, patternmaker	good	good	6	6	own	1	12 00		25 m		no	no	
135	Ironmolder, patternmaker	good	good	14	4	own					3	yes	no	
136	Ironmolder, patternmaker	good	good	19	19	own						no	no	
137	Patternmaker, apprentice	good	good	1	1	rent	4	15 00		18 m	4	yes	no	\$7 00
138	Blacksmith	good	fair	25	2 m	rent	6	15 00			5	no	no	
139	Blacksmith	good	fair	46	19	own					3	no	no	
140	Blacksmith	good	good	29	11	own	6					no	no	
141	Blacksmith	good	good	7 m	7 m	rent								
142	Blacksmith	good	good	3 m	3 m	rent	4	16 00			3	yes	no	10 00
143	Blacksmith	good	good	24	18 m	rent	5	12 00		4 50	5	no	no	
144	Blacksmith	good	good	21	3 m	rent					1	no	no	
145	Blacksmith, helper	good	good	18	4	own					4	no	no	
146	Blacksmith, foreman	good	good	53	33	own	1	5 50			2	no	no	
147	Machinist	good	good	16	4	rent	7	35 00		5 00	1	no	no	
148	Machinist	good	good	22	15	rent					7	yes	no	
149	Sawmaker	good	good	2 m	2 m	own	5					no	no	
150	Sawmaker	good	good	10	3 m	own						no	no	
151	Sawmaker	good	good	14	4	rent	4	12 00				yes	no	
152	Sawmaker	good	good	5	1	rent	5	24 00			3	yes	no	7 00
153	Sawmaker	good	good	26	16	rent	5	17 00			2	no	no	
154	Sawsmith	good	good	24	27	rent	1	5 00				no	no	
155	Sawfitter	good	fair	7	5	rent	1	5 00			1	yes	no	4 50
156	Steamfitter	good	better	8	3 m	rent	1	6 00	3 50			no	no	
157	Helper	good	good	6 m	6 m		1					no	no	
Brass Workers.														
158	Brass finisher	good	good	2	3 w		1	7 00	4 50			no	no	
159	Brass finisher	good	fair	10	10	own	1	5 00	3 50		2	no	no	
160	Brass finisher	good	good	24	24	own					3	yes	no	10 00
161	Brass finisher	good	fair	50	30	own	5				2	no	no	
162	Brass finisher	good	good	18 m	18 m	A						yes	no	7 00
163	Brass finisher	good	poor	36	17	own					3	no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued.)

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
Brass Workers—Continued.																
164	Brass finisher	24	M	X	California			\$2 50, day	\$760	\$2 08	7	5	30	2		6
165	Brass finisher	13	M	X	California			3 00, week	150	41	7	5	30			
166	Brass finisher	43	M	X	United States			3 00, day	684	1 87	7	5	30	26		52
167	Brass finisher	38	M	X	Ireland	25	14	3 25, day	994	2 72	7	5	30			
168	Brass finisher	40	M	X	California			2 00, day	612	1 67	7	5	30			
169	Brass finisher	38	M	X	United States			2 75, day	841	2 30	7	5	30			
170	Brass finisher	39	M	M	Scotland	12	12	3 00, day	918	2 51	7	5	30			
171	Brass finisher	41	M	M	California			3 00, day	909	2 49	7	5	30	3		
172	Brass finisher	42	M	M	Canada	32	15	2 50, day	765	2 09	7	5	30			
173	Brass finisher	36	M	M	Norway	22	22	30, hour			7	5	30			
174	Brass finisher	63	M	X	Germany	43	39	2 50, day	765	2 09	7	5	30			
175	Brass finisher	24	M	X	Germany	9	14m	20, hour			7	5	30			
176	Brass finisher	45	M	X	United States			3 50, day	1,071	2 93	7	5	30			
177	Brass finisher	36	M	M	Russia			2 75, day	853	2 28	7	5	30	3		
178	Brass finisher	18	M	X	United States			1 00, day	300	82	7	5	30	6		
179	Brass finisher	33	M	X	Sweden	10	7	2 25, day	688	1 88	7	5	30			
180	Brass finisher	24	M	X	United States			2 50, day	757	2 07	7	5	30	3		
181	Brass finisher	32	M	X	California			2 75, day	841	2 30	7	5	30			
182	Brass finisher	28	M	X	Sweden	12	12	1 80, day	550	1 50	7	5	30			
183	Brass finisher	24	M	X	England	20	16	1 75, day	533	1 46	7	5	30	1		
184	Brass finisher	16	M	X	California			3 00, week			7	5	30		6	
185	Brass finisher	19	M	X	England	10m	10m	1 00, day			7	5	30	7		
186	Brass finisher	14	M	X	California			4 00, week			7	5	30			
187	Brass finisher	19	M	X	Norway	8m	8m	5 00, week			7	5	30		286	
188	Brass finisher	38	M	X	Massachusetts			9 00, week			7	5	30			
189	Brass finisher	19	M	X	California			4 00, week			7	5	30			
190	Brass finisher	20	M	X	Massachusetts			95, day			7	5	30		2	
191	Brass finisher	20	M	X	Norway	18m	18m	9 00, week			7	5	30			
192	Brass finisher	26	M	X	Norway	13	1	9 00, week			7	5	30	8		
193	Brass finisher	21	M	X	Italy	10	6				7	5	30			
194	Brass finisher	28	M	X	United States			2 75, day			7	5	30	18	26	52
195	Brass finisher	23	M	X	Scotland	3	9m	2 50, day			7	5	30			
196	Brass polisher	26	M	M	Maryland			2 50, day			7	5	30		1	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported.	Member of		Weekly Benefits.
		Then	Now	Present Employment	Present Employer			Rent	Board	Board and Lodging		Beneficial Associat'ns	Labor Organizat'ns	
Brass Workers—Continued.														
164	Brass finisher	good	good	7	7	A	1			\$20 m		yes	no	\$7 00
165	Brass finisher	good	good	2	2								no	
166	Brass finisher	good	good	4	4					6 00	3	no	no	
167	Brass finisher	good	fair	24	14		1	\$6 00	\$4 50		1	no	no	
168	Brass finisher	good	good	11	6	own						no	no	
169	Brass finisher	good	good	22	22	own						no	no	
170	Brass finisher	good	good	31	8	own					1	yes	no	10 00 Dr. & Med.
171	Brass finisher	good	good	27	4					16 m		no	no	
172	Brass finisher	good	good	28	15	own						no	no	
173	Brass finisher	good	good	20	20	own				6 00	4	yes	no	7 00
174	Brass finisher	good	fair	46	28		1	5 00	3 50			yes	no	Free hospital.
175	Brass finisher	good	good	9	13 m							yes	no	6 00
176	Brass finisher	good	fair	25	19					25 m	1	yes	no	18 00
177	Brass finisher	good	good	12	12	own					4	no	no	
178	Brass finisher	good	good	4	4					4 50		no	no	
179	Brass finisher	good	good	17	7	own					3	no	no	
180	Brass finisher	good	good	3	3	rent	10	16 00				no	no	
181	Brass finisher	good	good	15	14	rent	3	28 00		4 50	1	yes	no	2,000 at death.
182	Brass finisher	good	fair	1	1		1	7 50	5 00		6	no	no	
183	Brass finisher	good	good	4	4					5 00		no	no	
184	Brass finisher	good	good	6 w	6 w	A								
185	Brass finisher	fair	fair	10 m	10 m		1	4 00	4 00			no	no	
186	Brass finisher	good	good	5 m	5 m	A								
187	Brass finisher	good	good	8 m	8 m			4 00				no	no	
188	Brass finisher	good	good	1 m	1 m		1			4 50		no	no	
189	Brass finisher	good	good	10 d	10 d							no	no	
190	Brass finisher	good	good	11 m	11 m							no	no	
191	Brass finisher	good	good	3 m	3 m					8 00		no	no	
192	Brass finisher	good	good	9 m	9 m		1	5 00	3 00	5 00		no	no	
193	Brass finisher	good	good	6 w	6 w							no	no	
194	Brass finisher	good	fair	14	14		1	6 00	4 00			no	no	
195	Brass finisher	good	good	9	8 m		1	5 00	4 00			no	no	
196	Brass polisher	good	good	11	8 m	rent	3	9 00				yes	no	10 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California ..		Year	Daily Aver- age	From A. M. . .	To P. M.		Sick	No Work.	Other Cause.	
Brass Workers—Continued.																	
197	Brass polisher.....	17	M	S	California			\$3 00, week					30			26	
198	Brass polisher.....	21	M	S	United States			2 00, day				5	5			12	
199	Brass polisher.....	48	M	M	Ireland			3 00, day	\$882	\$2 41		5	5				
200	Brass polisher.....	17	M	S	California			4 00, week				5	5				
201	Brass polisher.....	28	M	S	England	22	17	4 00, day	1,224	3 35		5	5				
202	Brass polisher.....	30	M	S	Canada	25	3	3 00, day	918	2 51		5	5			7	
203	Brass polisher.....	22	M	S	England	8	8	2 50, day				5	5			12	
204	Brass polisher.....	24	M	S	California			2 50, day	180	49		5	5			208	26
205	Brass polisher.....	27	M	S	California			2 25, day				5	5			78	
206	Brass polisher.....	17	M	S	California			1 00, day				5	5			30	
207	Brass polisher.....	18	M	S	Missouri			7 00, week				5	5			153	
208	Brass polisher.....	25	M	S	California			3 00, day	909	2 49		5	5				3
209	Brass polisher.....	39	M	S	California			2 50, day	720	1 97		5	5			18	
210	Brass molder.....	28	M	S	Ireland	20	20	3 00, day	918	2 51		5:30	30				
211	Brass molder.....	22	M	S	California			2 25, day				5:30	30				26
212	Brass molder.....	22	M	S	California			2 50, day	760	2 08		5:30	30		2		
213	Brass molder.....	26	M	S	California			3 00, day	888	2 43		5	5		10		
214	Brass molder.....	23	M	S	United States			3 00, day				5:30	30				4
215	Brass molder.....	19	M	S	California			1 00, day				5	5			156	
216	Brass molder.....	26	M	S	California			3 00, day				5	5			156	
217	Brass molder.....	21	M	S	United States			2 50, day	765	2 09		5	5				
218	Brass molder.....	36	M	M	California			5 00, day	1,530	4 19		5	5				
219	Brass molder.....	17	M	S	California			1 50, day	414	1 25		5	5		30		
220	Brass molder, apprentice	14	M	S	California			3 00, week				5:30	30		2		1
221	Brass turner.....	19	M	S	New York			2 00, day	610	1 67		5	5				
222	Brass worker.....	20	M	S	California			2 50, day				5	5				
223	Brass worker.....	24	M	S	New York			3 00, day				5	5		1		
224	Brass worker.....	15	M	S	California			4 50, week				5	5				
225	Brass worker.....	23	M	S	New York			2 00, day				5	5				
226	Brass worker.....	16	M	S	California			4 00, week				5	5				
227	Brass worker.....	18	M	S	California			2 25, day				5	5				
228	Brass worker.....	42	M	S	Germany			2 50, day				5	5				
229	Brass worker.....	39	M	S	Austria			16 50, week				5	5				

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now.....	Present Employment	Present Employer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns.	
Brass Workers—Continued.														
197	Brass polisher.....	good	good	3 m	3 m	A	1	\$5 00	\$5 00			no	no	\$8 00
198	Brass polisher.....	good	good	5	9 m	own					1	yes	no	
199	Brass polisher.....	good	fair	25	10	A						no	no	
200	Brass polisher.....	good	good	10 m	10 m	rent	6	25 00				no	no	7 50
201	Brass polisher.....	good	good	12	10	rent	1	5 00	5 00			yes	no	
202	Brass polisher.....	good	fair	14	2	rent	3	9 00				no	no	
203	Brass polisher.....	good	fair	2	8 m	A						no	no	10 00
204	Brass polisher.....	good	good	5	5							no	no	
205	Brass polisher.....	good	poor	3	1 w	D						no	no	
206	Brass polisher.....	good	good	1 w			1	3 00				no	no	10 00
207	Brass polisher.....	good	good	30 m	30 m		1			\$5 00		yes	no	
208	Brass polisher.....	good	good	9	18 m		1	9 00	5 00			no	no	
209	Brass polisher.....	good	good	13	15 m	rent					2	yes	no	10 00
210	Brass molder.....	good	good	10	5							yes	no	
211	Brass molder.....	good	fair	6	6 m		1	8 00	4 50			yes	no	
212	Brass molder.....	good	good	5	5							no	no	7 50 Dr. & Med.
213	Brass molder.....	good	good	10	7	rent	1	5 00	14 m			yes	no	
214	Brass molder.....	good	good	8	5 m		1	6 00				no	yes	
215	Brass molder.....	good	fair	7 m	6 m	D						yes	no	10 00 Dr. & Med.
216	Brass molder.....	good	good	7	4 m		1	6 00	5 00			no	no	
217	Brass molder.....	good	good	6 m	6 m					7 00	3	yes	no	
218	Brass molder.....	good	good	19	12	own								10 00
219	Brass molder.....	good	good	15 m	15 m	A						yes	no	
220	Brass molder, apprentice.....	good	good	2 m	2 m	A						no	no	
221	Brass turner.....	good	good	5	18 m	A						yes	no	7 50
222	Brass worker.....	good	good	5	6 w									
223	Brass worker.....	good	good	10	6 m							no	no	
224	Brass worker.....	good	good	8 m	8 m	A				6 00		no	no	7 50
225	Brass worker.....	good	good	5	5							yes	no	
226	Brass worker.....	good	good	2 m	2 m	A								
227	Brass worker.....	good	good	3	9 m									6 00
228	Brass worker.....	good	good	8	2 w					6 00		no	no	
229	Brass worker.....	good	good		4 w					6 00		no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
Brass Workers—Continued.																
230	Brass worker.	23	M	x	Switzerland.	7	3	\$2 00, day	\$841	\$2 30	7	5	30		200	
231	Brass worker.	22	M	x	Germany.			2 75, day			7	5	30		303	
232	Brass worker.	18	M	x	California.			8 00, week			7	5	30		78	
233	Brass worker.	19	M	x	United States.			10 00, week			7	5	30	104		
234	Brass worker.	26	M	x	California.			16 50, week	841	2 30	7	5	30			
235	Brass worker.	17	M	x	California.			5 50, week	264	72	7	5	30	18		
236	Brass worker.	17	M	x	California.			1 00, day			7	5	30	12		
237	Brass worker.	28	M	M	California.			21 00, week	1,071	2 93	7	5	30			
238	Brass worker.	27	M	M	California.			11 00, week			7	5	30		40	
239	Brass worker.	26	M	M	Norway.			16 50, week			7	5	30			
240	Brass worker.	20	M	x	California.			1 00, day			7	5	30		52	36
241	Brass worker.	23	M	x	California.			3 00, day			7	5	30		153	
242	Brass worker.	25	M	x	Iowa.			1 00, day			7	5	30		12	
243	Brass worker.	27	M	x	Hungary.	6m	6m				7	5	30		12	
244	Brass worker.	15	M	x	Germany.			5 00, week			7	5:30	30			
245	Brass filer.	35	M	M	France.			2 50, day			7	5:30	30			
246	Brass grinder.	36	M	M	Sweden.	9	9	2 50, day	765	2 09	7	5	30			
247	Brass grinder.	39	M	M	Switzerland.	6	4	2 00, day			7	5	30			
248	Pauet grinder.	25	M	M	Norway.	10	9	1 75, day			7	5	30		78	
249	Metal spinner.	50	M	x	New York.			4 50, day	1,377	3 77	7	5:30	30			
250	Brass finisher.	17	M	x	California.			1 50, day	459	1 25	7	5:30	30			
251	Brass finisher.	17	M	x	California.			7 50, week	378	1 03	7	5:30	30	3		
252	Brass finisher.	22	M	x	New York.			13 50, week			7	5:30	30		78	
253	Brass finisher.	23	M	x	California.			2 00, day	612	1 67	7	5:30	30			
254	Brass finisher.	30	M	x	Germany.			13 50, week			7	5:30	30		52	
255	Brass finisher.	19	M	x	California.			7 50, week	317	86	7	5:30	30		52	
256	Brass finisher.	21	M	x	California.			10 50, week	535	1 46	7	5:30	30			
257	Brass finisher.	16	M	x	California.			4 50, week			7	5:30	30			
258	Brass finisher.	17	M	x	California.			9 00, week	459	1 25	7	5:30	30			
259	Brass finisher.	16	M	x	Scotland.	1	1	5 00, week			7	5:30	30			
260	Brass finisher.	21	M	x	California.			2 50, day	762	2 08	7	5:30	30			
261	Brass finisher.	22	M	x	California.			2 50, day	765	2 05	7	5:30	30	1		
262	Brass polisher.	26	M	x	Ireland.	5	8m	2 00, day	612	1 67	7	5	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms.			Amount Paid for			Others Supported..		Member of		Weekly Benefits.
		Then....	Now	Present Employment.	Present Employer					Rent.....	Board.....	Board and Lodging..			Beneficial Associat'ns	Labor Organizat'ns.	
<i>Brass Workers—Continued.</i>																	
230	Brass worker.....	good	good	5	3 w							\$5 00			yes	no	\$15 00
231	Brass worker.....	good	good	8	3							5 00			yes	no	12 00
232	Brass worker.....	good	good	8 m	8 m												
233	Brass worker.....	fair	fair	6 m	6 m		1			\$4 00					no	no	
234	Brass worker.....	good	good	18 m	18 m	A											
235	Brass worker.....	good	good	7 m	7 m	A											
236	Brass worker.....	good	good	10	2	own											
237	Brass worker.....	good	good	8 m	8 m		1			3 00			1		no	no	
238	Brass worker.....	good	good	10	8 m										no	no	
239	Brass worker.....	good	poor	4 m	4 m	A				6 00	\$5 50	4 00	2		no	no	
240	Brass worker.....	good	fair	3	2 w		1								no	no	
241	Brass worker.....	good	good	7 m	7 m										no	no	
242	Brass worker.....	good	good	12 d	12 d							6 00			no	no	
243	Brass worker.....	good	good	4 m	4 m	A									no	no	
244	Brass worker.....	good	good	2	8 m	rent	4			11 50			2		no	no	
245	Brass filer.....	good	good	22	6	own							2		no	no	
246	Brass grinder.....	good	good		8 m										no	no	
247	Brass grinder.....	good	good	2	9 m		1			5 00					no	no	
248	Faucet grinder.....	fair	fair	33	9	rent	5			17 00			1		no	no	
249	Metal spinner.....	good	good	2	2	A											
250	Brass finisher.....	good	good	18 m	18 m	A											
251	Brass finisher.....	good	good	6	7 m		1										
252	Brass finisher.....	good	good	4	3	A						24 00			yes	no	10 00
253	Brass finisher.....	good	good	10	4 m					10 00	4 00		1		no	no	
254	Brass finisher.....	good	good	2	2		1					4 00			no	no	
255	Brass finisher.....	good	good	4	4	A											
256	Brass finisher.....	good	good	5 m	5 m	A											
257	Brass finisher.....	good	good	3	3	A											
258	Brass finisher.....	good	good	2	7 m	A											
259	Brass finisher.....	good	good	5	2										no	no	
260	Brass finisher.....	good	good	4	4	A				5 00					no	no	
261	Brass finisher.....	good	good	4	4						4 00						
262	Brass polisher.....	good	good	5	8 m		1								no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age. Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California ..		Year	Daily Aver- age	From A. M. . .	To P. M.		Sick	No Work.	Other Cause.
Brass Workers—Continued.															
263	Brass polisher	16 M	S	California	5	3	\$7 00, week	\$357	\$0 97	7	5	30	---	153	12
264	Buffer	15 M	S	Scotland	---	---	5 50, week	129	35	7	5	30	---	---	12
265	Brass goods wrapper	16 M	S	United States	---	---	3 00, week	141	38	7	5	30	---	---	---
266	Chandelier maker	15 M	M	California	6	6	3 00, week	---	---	7	5	30	---	---	---
267	Chandelier fitter	26 M	M	Scotland	---	---	2 25, day	---	---	7	5	30	---	---	---
268	Chandelier fitter	42 M	M	United States	---	---	4 00, day	1,200	3 28	7	5:30	30	6	---	---
269	Chandelier bronzer	39 M	M	California	8	4	2 75, day	841	2 30	7	5:30	30	---	---	---
270	Chandelier maker	26 M	M	Germany	10	10	2 50, day	755	2 07	7	5:30	30	1	3	---
271	Chandelier maker	19 M	S	Germany	33	20	2 25, day	688	1 88	7	5:30	30	---	---	---
272	Chandelier maker	63 M	M	England	---	---	2 75, day	456	1 24	7	5:30	30	36	104	---
273	Chandelier maker	40 M	M	Scotland	2	2	3 00, day	---	---	7	5:30	30	24	---	---
274	Chandelier maker	37 M	M	Germany	11	6	3 50, day	1,071	2 93	7	5:30	30	---	---	---
275	Chandelier maker	25 M	M	England	4	4	2 75, day	841	2 30	7	5:30	30	---	---	4
276	Chandelier maker	36 M	M	Bohemia	11	2	3 00, day	906	2 48	7	5:30	30	---	---	---
277	Chandelier maker	27 M	M	England	4	4	3 50, day	1,064	2 91	7	5:30	30	2	---	---
278	Chandelier maker	41 M	S	Germany	15	5	3 00, day	810	2 21	7	5:30	30	36	---	---
279	Chandelier maker	28 M	M	Belgium	5	2	3 50, day	1,071	2 93	7	5:30	30	---	---	---
280	Chandelier maker	18 M	S	California	---	---	1 00, day	258	70	7	5:30	30	48	---	2
281	Chandelier maker	27 M	M	Germany	8	5	3 00, day	912	2 50	7	5:30	30	---	9	---
282	Chandelier maker	35 M	S	New York	---	---	9 00, week	---	---	7	5:30	30	---	---	78
283	Chandelier maker	35 M	S	Australia	8	21m	25 00, week	950	2 62	7	5:30	30	---	---	---
284	Chandelier maker	35 M	S	Pennsylvania	---	---	2 75, day	841	2 30	7	5:30	30	---	---	---
285	Chandelier maker	17 M	S	California	---	---	85, day	260	71	7	5:30	30	---	---	2
286	Helper	76 M	M	Bavaria	46	18	1 80, day	547	1 50	7	5:30	30	---	---	---
287	Helper	16 M	S	California	---	---	3 50, week	---	---	7	5:30	30	7	---	---
288	Helper	15 M	S	Texas	---	---	4 50, week	---	---	7	5:30	30	---	---	---
289	Gasfitter	20 M	S	United States	---	---	1 00, day	---	---	7	5:30	30	---	153	10
290	Gasfitter	40 M	M	England	14	3 w	15 00, week	---	---	7	5:30	30	---	---	---
291	Gasfitter	17 M	S	California	---	---	4 00, week	102	27	7	5	30	153	---	---
292	Nickelplater	46 M	S	England	6	6	15 00, week	---	---	7	5	30	---	---	---
293	Electroplater	24 M	M	England	26	2m	15 00, week	---	---	7	5	30	---	---	---
294	Electroplater	50 M	S	England	32	32	15 00, week	727	1 99	7	5:30	30	3	---	12
295	Electroplater	24 M	M	Maryland	---	---	3 50, day	945	2 59	7	5:30	30	---	---	36

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.	
		Then.....	Now.....	Present Em- ployment.	Present Em- ployer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.		
Brass Workers—(Continued.)															
263	Brass polisher.....		good	1	1	A									
264	Buffer.....		good	10 m	10 m	A									
265	Brass goods wrapper.....		good	1	1	A									
266	Chandelier maker.....		good	2 w	2 w	A									
267	Chandelier fitter.....		good	14	9 m	rent	3	\$12 00			2	no	no	\$7 00 Dr. & Med.	
268	Chandelier fitter.....		good	23	1	own					2	yes	no	7 00 Dr. & Med.	
269	Chandelier bronzer.....		good	4	4	rent	6				2	no	no		
270	Chandelier maker.....		poor	6	2	rent	3	20 00							
271	Chandelier maker.....		fair	6	6		1	5 00	\$5 00						
272	Chandelier maker.....		good	46	3 m	own					3	no	yes		
273	Chandelier maker.....		good	28	3	rent	4	14 00			4	no	no		
274	Chandelier maker.....		poor	23	6	own					2	no	no	12 00	
275	Chandelier maker.....		good	8	2	rent	8	25 00			2	no	no		
276	Chandelier maker.....		good	22	18 m	rent	4	20 00			2	no	no		
277	Chandelier maker.....		good	12	3	rent	6	20 00			2	no	no		
278	Chandelier maker.....		good	20	5		1	7 00	\$4 00			no	no		
279	Chandelier maker.....		good	14	30 m	rent	4	15 00			2	no	no		
280	Chandelier maker.....		good	18 m	18 m							no	no		
281	Chandelier maker.....		fair	13	18 m	rent	3	16 00			2	yes	no	10 00	
282	Chandelier maker.....		good	4 m	4 m		1	4 00	16 m			no	no		
283	Chandelier maker.....		poor	23	2		1	8 00	7 w		1	no	no		
284	Chandelier maker.....		good	3	3		1	6 00	7 50			yes	no	10 00	
285	Chandelier maker.....		poor	18 m	18 m	A					1		no		
286	Helper.....		good	18	18	own							no		
287	Helper.....		good	6 m	6 m	A							no		
288	Helper.....		good	3 m	3 m	A							no		
289	Gasfitter.....		good	3 m	1 m								no		
290	Gasfitter.....		good	14	3 w		1	12 00	2 00		1	no	no		
291	Gasfitter.....		good	18 m	18 m				3 00			no	no		
292	Nickelplater.....		good	6	3 m							no	no		
293	Electroplater.....		good	30 m	6 w	rent	5	15 00			2	no	no	7 00 Dr. & Med.	
294	Electroplater.....		good	6	30 m	rent	1	13 00			1	yes	no		
295	Electroplater.....		good			rent	2	16 00				no	no		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.				
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.		
Brass Workers—Continued.																		
296	Amalgamator	31	M	M	England	6	6	\$3 00, day	\$909	\$2 49	7	5:30	30	78			3	
297	Lacqueter	18	M	S	Canada	5	5	10 00, week	380	1 04	7	5	30					
298	Lacqueter	19	M	S	United States			10 00, week	510	1 39	7	5	30					
299	Lacqueter	18	M	S	California			6 00, week	306	84	7	5	30					
300	Lacqueter	19	M	S	California			6 00, week			7	5:30	30			6		
301	Lacqueter	41	M	M	England	21	3	3 00, day	678	1 85	7	5:30	30			60	20	
302	Patternmaker	24	M	M	England	24	21	3 00, day	918	2 51	7	5	30					
303	Patternmaker	65	M	M	United States			3 00, day	918	2 51	7	5	30					
304	Toolmaker	23	M	S	California			3 00, day	918	2 51	7	5	30					
305	General helper	76	M	M	Bavaria	46	18	1 80, day	547	1 50	7	5	30			2		
306	Machinist	35	M	S	England	30	20	2 00, day			7	5	30	153	52			
307	Machinist	38	M	S	United States			3 50, day			7	5	30					
308	Clerk	23	M	S	California			17 50, week			7	5	30					
Carriage and Wagon Shops.																		
309	Carriage-smith	27	M	S	Missouri			3 00, day	918	2 51	7	6	60					
310	Carriage-smith	43	M	S	Australia	38	38	3 00, day	918	2 51	7	6	60					
311	Carriage-smith	48	M	M	Ireland	43	30	3 00, day	864	2 36	7	6	60			18		
312	Carriage-smith	35	M	S	Maryland			3 00, day	918	2 51	7	6	60					
313	Wagon-smith	29	M	S	Germany	4	4	2 00, day	604	1 65	7	6	60					
314	Wagon-smith	32	M	M	Denmark	12	12	3 00, day	918	2 51	7	6	60					
315	Wagon-smith	55	M	M	New York			3 00, day	459	1 25	7	6	60			153		
316	Wagon-smith	62	M	M	Ireland	44	36	4 00, day	1,116	3 05	7	6	60	24			3	
317	Wagon-smith	28	M	S	Germany	11	11	2 00, day	610	1 67	7	6	60			1		
318	Wagon-smith	24	M	S	Germany			2 50, day	735	2 01	7	6	60				12	
319	Woodworker	34	M	M	Germany	10	5 m	2 50, day	307	84	7	6	60	153	30			
320	Carriage painter	20	M	S	California			2 00, day	248	69	7	6	60				182	
321	Carriage painter	32	M	M	New Hampshire			3 00, day	900	2 49	7	6	60				6	
322	Carriage painter	20	M	S	Germany	3	3	2 25, day	688	1 88	7	6	60					
323	Carriage painter	45	M	M	Ireland			3 00, day	918	2 51	7	6	60					
324	Carriage painter	20	M	S	South Carolina	42	7	2 00, day	612	1 68	7	6	60					
325	Carriage trimmer	28	M	M	California			2 50, day	765	2 10	7	6	60					
326	Carriage trimmer	35	M	S	Pennsylvania			3 75, day	952	2 60	7	6	60				52	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Employment	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns	
Brass Workers—Continued.															
296	Amalgamator	15	good	good	15	6	own					5	no	no	
297	Lacqueler	15	good	fair	2 m	2 m				\$20 m			no	no	
298	Lacqueler	13	good	good	18 m	18 m							no	no	
299	Lacqueler	17	good	good	18 m	6 m									
300	Lacqueler	14			6 m	3	rent	5	\$20 00				no	no	
301	Lacqueler	14	good	good	3	3							no	no	
302	Patternmaker	17	good	good	7	3					7 00		no	no	
303	Patternmaker	16	good	good	14	14	own	3			5 00		no	no	
304	Toolmaker	15	good	good	8	8							yes	no	\$15 00
305	General helper	13	good	good	18	18	own	1			5 00		no	no	
306	Machinist	17	good	good	25	2 m							no	no	
307	Machinist	15	good	fair	3	3	rent	3	22 50			1	yes	no	10 00 Dr. & Med.
308	Clerk	16	good	good	3	3						1	no	no	
Carriage and Wagon Shops.															
309	Carriage-smith	15	good	good	15	6	rent	3	12 00		25 m		yes	no	10 00
310	Carriage-smith	16	good	good	25	22						4	yes	no	10 00
311	Carriage-smith	10			30	7						2	no	no	
312	Carriage-smith	14	good	good	21	4					5 50	3	no	no	
313	Wagon-smith	14	good	good	17	3		1	4 00				no	no	
314	Wagon-smith	6	good	good	17	18 m	rent	2	8 00				yes	no	5 00
315	Wagon-smith	16	good	good	39	2	own					5	yes	no	8 00
316	Wagon-smith	16	good	good	46	5	own					2	yes	no	10 00
317	Wagon-smith	12	good	good	11	15 m		1	5 50				yes	no	Hospital.
318	Wagon-smith	15	good	good	1	1		1	4 00	\$5 00			yes		
319	Woodworker	14	good	poor	20	4 m	rent	3	10 00				no	no	
320	Carriage painter	14	good	good	4	5 m					25 m		no	no	
321	Carriage painter	17	good	good	28	2	rent	2	12 00			3	no	no	
322	Carriage painter	17	good	good	8	3 m					5 00		no	no	
323	Carriage painter	16	good	good	32	7	rent	4	19 00			5	no	no	
324	Carriage painter	14	good	good	6	4 m					4 00		no	no	
325	Carriage trimmer	15	good	fair	7	5	rent	1	10 00			2	no	no	
326	Carriage trimmer	17	good	fair	18	5 m		5	4 50				no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California ..		Year	Daily Aver- age	From A. M. ...	To P. M.		Sick	No Work	Other Cause.
<i>Carriage Shop, Etc.—Cont.</i>																
327	Carriage painter	32	M	M	Massachusetts	16	16	\$3 50, day	\$1,043	\$2 85	7	6	60	8		
328	Carriage painter	21	M	M	Canada		16	2 00, day	608	1 66	7	6	60	2		
329	Carriage painter	19	M	M	Illinois			1 00, day	306	83	7	6	60			
330	Carriage painter	32	M	M	Germany	9	3	11 00, week	561	1 53	7	6	60			
<i>Glassmaking.</i>																
331	Glassblower	25	M	S	California			4 50, day			8	5	60			
332	Glassblower	20	M	S	California			3 00, day			8	5	60			
333	Glassblower	26	M	M	California			4 00, day			8	5	60			
334	Glassblower	21	M	S	Pennsylvania			4 00, day			8	5	60			
335	Glassblower	23	M	S	California			3 00, day			8	5	60		52	
336	Glassblower	24	M	M	New Jersey			4 50, day			8	5	60		104	
337	Mixer	60	M	M	Ireland	34	26	3 00, day			8	5	60	4		
338	Laborer	22	M	S	California			1 75, day			8	5	60			
339	Laborer	34	M	S	Ireland	22	10	2 00, day			8	5	60			
340	Mold boy	12	M	S	California			4 80, week			8	5	60		52	
341	Clamper	14	M	S	California			4 50, week			8	5	60		52	
342	Carrier-in	11	M	S	California			3 00, week			8	5	60			
343	Passer-over	11	M	S	California			3 00, week			8	5	60			
344	Gatherer	19	M	S	California			9 00, week			8	5	60		52	
345	Gatherer	17	M	S	California			1 50, day			8	5	60		4	
346	Glassblower	25	M	S	California			4 50, day			8	5	60			
347	Glassblower	20	M	S	California			3 00, day			8	5	60			
348	Glassblower	26	M	S	California			4 00, day			8	5	60			
349	Glassblower	21	M	S	Pennsylvania			4 00, day			8	5	60			
350	Mixer	60	M	M	Ireland	34	26	3 00, day			8	5	60	4		
351	Laborer	22	M	S	California			1 75, day			8	5	60		52	
352	Glassblower	23	M	S	California			3 00, day			8	5	60		104	
353	Glassblower	24	M	S	New Jersey			4 50, day			8	5	60			
354	Mold boy	12	M	S	California			4 80, week			8	5	60	52		
355	Clamper	14	M	S	California			4 50, week			8	5	60		52	
356	Carrier-in	11	M	S	California			3 00, week			8	5	60			
357	Passer-over	11	M	S	California			3 00, week			8	5	60			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California ..		Year	Daily Aver- age	From A. M. . .	To P. M.		Sick	No Work	Other Cause.	
<i>Glassmaking—Continued.</i>																	
358	Gatherer	19	M	S	California			\$9 00, week			8	5	60				
359	Gatherer	17	M	S	California			7 50, week			8	5	60				
360	Laborer	34	M	M	Ireland	22	10	2 00, day			8		60		52		4
<i>Pottery Workers.</i>																	
361	Burner	67	M	M	United States		41	2 50, day	\$7 65	\$2 09	8:50	5:20	30				
362	Laborer	27	M	M	Portugal	6	4	2 00, day			7	6	45		20		
363	Laborer		M	M	Portugal	7	7	10 00, week			7	6	45				
364	Laborer	35	M	M	Portugal	3	3	10 00, week			7	6	45				
365	Kiln-setter	24	M	S	United States			2 50, day			7	6	45				
366	Laborer	19	M	S	Portugal	7	7	10 00, week			7	6	45				
367	Laborer	22	M	M	Portugal	6	6	12 00, week			7	6	45				
368	Salesman	46	M	M	New York	17	15	00, week	7 65	2 09	7	5:30	30				
369	Engineer	23	M	S	Portugal	7	7	15 00, week			6:50	5:50	45				
<i>Timers, Etc.</i>																	
370	Tinsmith	34	M	M	Massachusetts			4 00, day	1,224	3 35	7	5:45	45				
371	Tinsmith	12	M	S	California			3 50, week			7	5:45	45				
372	Tinsmith	14	M	S	California			3 50, week			7	5:45	45				
373	Tinsmith	23	M	S	Missouri			2 00, day	564	1 54	7	5:45	45			24	
374	Tinsmith	20	M	S	Italy	18	18	1 00, day			7	5:45	45				
375	Tinsmith	13	M	S	California			3 50, week			7	5:45	45				
376	Tinsmith	45	M	M	Rhode Island			4 00, day	1,224	3 35	7	5:45	45				
377	Tinsmith	29	M	S	Pennsylvania			4 00, day	1,224	3 35	7	5:45	45				
378	Tinsmith	30	M	S	California			3 00, day	918	2 51	7	5:45	45				
379	Tinsmith	20	M	S	California			2 00, day	612	1 67	7	5:45	45				
380	Tinsmith	63	M	S	Ohio			2 75, day	808	2 21	7	5:45	45		12		
381	Tinsmith	50	M	M	Ireland	40	24	3 00, day	813	2 22	7	5:45	45		35		
382	Tinsmith	42	M	S	Ohio			3 00, day	1,029	3 82	7	5:45	45		12		
383	Tinsmith	15	M	S	California			3 50, week	178	49	7	5:45	45		8		
384	Tinsmith	32	M	M	New Jersey			3 50, day	1,043	2 85	7	5:45	45				
385	Tinsmith	60	M	S	California			5 00, day	1,530	4 19	7	5:45	45		6		
386	Tinsmith	15	M	S	California			6 00, week	300		7	5:45	45				

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported.	Member of		Weekly Benefits.
			Then.	Now.	Present Employment.	Present Employer.			Rent.	Board.	Board and Lodging.		Beneficial Associat'ns.	Labor Organizat'ns.	
<i>Glassmaking—Continued.</i>															
358	Gatherer	11	good	good	7	7	rent	7	11 00	\$16 00		2	yes	no	\$7 00
359	Gatherer	9	good	good	8	8	rent	4	10 00				yes		7 00
360	Laborer	16	good	good	18	6	rent	4	6 00			4			
<i>Pottery Workers.</i>															
361	Turner	15	good	good	51	10 m	rent	4	8 00				yes	no	7 00
362	Laborer	15	good	good	2	2	rent	4	6 00				yes		7 00
363	Laborer	15	good	good	3	3	rent	4	8 00				yes		7 00
364	Laborer	17	good	good	1	5	rent	4	5 00				yes		4 00
365	Kiln-setter	13	good	good	1	1	rent	4	12 50			2	no	no	15 00
366	Laborer	16	good	good	2	2	rent	4				5	yes	no	
367	Laborer	26	good	good	3	3	rent							no	
368	Salesman	16	good	good	4	4	rent							no	
369	Engineer														
<i>Tinners, Etc.</i>															
370	Tinsmith	15	good	good	20	20	own					3	yes	no	7 00
371	Tinsmith	12	good	good	5 w	5 w	A							no	
372	Tinsmith	12	good	good	5 m	5 m	A							no	
373	Tinsmith	15	good	good	8	6	A							no	
374	Tinsmith	16	good	good	3	3	A							no	
375	Tinsmith	13	good	good	6 m	6 m	A							no	
376	Tinsmith	15	good	good	30	30	own					6	yes	no	15 00 and Dr.
377	Tinsmith	14	good	good	15	6		1	8 00	4 20	\$35 00		yes	no	10 00 and Dr.
378	Tinsmith	19	good	good	11	6							yes	no	10 00 and Dr.
379	Tinsmith	15	good	good	5	5	A						yes	no	
380	Tinsmith		good	fair	41	33		1	7 00				no	no	10 00
381	Tinsmith	13	good	fair	34	24	own					4	yes	no	
382	Tinsmith	16	good	good	28	20		1	12 00	5 00			no	no	
383	Tinsmith	15	good	good	11 m	11 m	A							no	
384	Tinsmith	13	good	good	20	20	own					2	yes	no	10 50, Dr. & Med.
385	Tinsmith	14	good	good	35	26		1	15 00	8 00			yes	no	10 00, Dr. & Med.
386	Tinsmith	12	good	good	3	3	A						yes	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.	
Tinners, Etc.—Continued.																	
387	Tinsmith	16	M	S	California			\$5 00, week	\$255	\$0 70		7	45				
388	Tinsmith	19	M	S	California			1 00, day	306	84		7	5:45				
389	Tinsmith	18	M	S	California			83, day	189	51		7	5:45		78		
390	Tinsmith	32	M	S	Germany	9	6	15 00, week	750	2 05		7	5:45		6		
391	Tinsmith	23	M	S	California			9 50, week	484	1 32		7	5:45				
392	Tinsmith	25	M	S	California			2 50, day	765	2 09		7	5:45				
393	Tinsmith	50	M	S	New York			3 00, day	918	2 51		7	5:45				
394	Tinsmith	36	M	M	California			3 25, day	994	2 72		7	5:45				
395	Tinsmith	50	M	M	Canada	34	32	3 50, day	1,050	2 87		7	5:45		6		
396	Tinsmith	60	M	M	Delaware			3 50, day	1,008	2 76		7	5:45		18		
397	Tinsmith	34	M	M	Canada	6	5	3 25, day	994	2 72		7	5:45				
398	Tinsmith	35	M	M	California			3 50, day	889	2 43		7	5:45		52		
399	Tinsmith	60	M	M	Germany	30	24	3 00, day	792	2 17		7	5:45		45		
400	Tinsmith	20	M	S	California			8 00, week	408	1 11		7	5:45		45		
401	Tinsmith	28	M	M	New Jersey			3 00, day	918	2 51		7	5:45		45		
402	Tinsmith	65	M	M	Maryland			3 00, day				7	5:30		12		
403	Tinsmith	18	M	S	California			1 00, day	306	84		7	5:30		30		
404	Tinsmith	17	M	S	Illinois			2 00, day				7	5:30		26		
405	Tinsmith	19	M	S	Peru	7	7	1 43, day	437	1 19		7	5:30		30		
406	Tinsmith	17	M	S	New York			4 50, week	239	62		7	5:30		30		
407	Tinsmith	42	M	M	Wisconsin			4 00, day	1,148	3 14		7	5:30		12	7	
408	Tinsmith	40	M	M	Canada	18	18	2 75, day	841	2 30		7	5:30		30		
409	Tinsmith	30	M	M	California			3 00, day	768	2 10		7	5:30		30	2	
410	Tinsmith	28	M	S	California			3 00, day	918	2 51		7	5:30		30	3	
411	Tinsmith	50	M	S	Germany			3 00, day	918	2 51		7	5:30		30	3	
412	Fruit-can maker	20	M	S	California			9 00, week				7	5:30		30	24	
413	Fruit-can maker	22	M	S	Nevada			2 00, day				7	5:30		30	3	
414	Fruit-can maker	56	M	S	Germany	42	8	2 00, day				7	5:30		50	78	
415	Fruit-can maker	21	M	S	Indiana			2 00, day				7	5:30		30	4	
416	Fruit-can maker	65	M	S	Scotland	30	25	2 00, day	306	84		7	5:30		30	153	
417	Fruit-can maker	17	M	S	Illinois			10 00, week	510	1 39		7	5:30		30	3	
418	Fruit-can maker	34	M	S	Wales			3 00, day	663	1 81		7	5:30		7	78	
419	Fruit-can maker	19	M	S	California			7 50, week				7	5:30		30	3	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Employment.	Present Employer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns.	
387	Tinsmith.	14	good	good	2	2	A							no	
388	Tinsmith.	16	good	good	3	3	A							no	
389	Tinsmith.	16	good	good	1	1	A							no	
390	Tinsmith.	19	good	good	7	5	own					3	yes	no	\$10 00
391	Tinsmith.	10	good	good	8	7		1	\$7 00	\$3 50			no	no	
392	Tinsmith.	16	good	good	9	9				10 00			no	no	
393	Tinsmith.	16	good	good	34	25	own					6	yes	no	10 00 and Dr.
394	Tinsmith.	14	good	good	22	18	own					2	yes	no	10 00
395	Tinsmith.	13	good	poor	37	18	rent					7	no	no	
396	Tinsmith.	15	good	good	45	20	own						no	no	
397	Tinsmith.	12	good	good	17	3	rent	4	15 00				yes	no	
398	Tinsmith.	15	good	good	20	20	own					3	yes	no	10 00
399	Tinsmith.	14	good	good	46	5	rent	4	14 00			3	no	no	
400	Tinsmith.	13	good	good	6	6	A					2	no	no	
401	Tinsmith.	15	good	good	12	11	rent	3	13 00			3	no	no	
402	Tinsmith.	12	good	good	53		rent	4	11 50			4	yes	no	7 00
403	Tinsmith.	16	good	good	8 m	8 m	A								
404	Tinsmith.	15	good	good	2	8 m	A								
405	Tinsmith.	15	good	good	3	11 m	A								
406	Tinsmith.	15	good	good	4	1	A								
407	Tinsmith.	15	good	good	24	1	rent	6	30 00			5	no	no	
408	Tinsmith.	14	good	good	25	8	rent	9	48 00			4	no	no	
409	Tinsmith.	15	good	good	15	4	rent	4	13 00			2	no	no	
410	Tinsmith.	16	good	good	15	3	own					7	no	no	
411	Tinsmith.	15	good	good	35	10		1	6 00	6 00			no	no	
412	Fruit-can maker	15	good	good	3 w	3 w					\$4 00		no	no	
413	Fruit-can maker	12	good	good	1 m	1 m	rent	3	12 00			2	no	no	
414	Fruit-can maker	15	good	good	40	52 d		1	6 00	4 00			no	no	
415	Fruit-can maker	12	good	good	9	7 d		1	7 00	3 50			no	no	
416	Fruit-can maker	9	good	good	30	16 m	rent	2	6 00			2	no	no	
417	Fruit-can maker	14	good	poor			A								
418	Fruit-can maker	16	good	good	3	3		1	5 00	4 20			no	no	
419	Fruit-can maker	19	good	good		6 w	A								

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S. . . .	California		Year	Daily Aver- age	From A. M. . .	To P. M.		Sick	No Work	Other Cause.	
Timers, Etc.—Continued.																	
420	Fruit-can maker	21	M	M	New York			\$1 25, day			7	5:30	30				
421	Fruit-can maker	25	M	M	New York			2 00, day			7	5:30	30			52	
422	Fruit-can maker	15	M	M	Ireland	11	11	7 50, week			7	5:30	30				
423	Fruit-can maker	17	M	M	Nevada			6 00, week			7	5:30	30			12	
424	Fruit-can maker	18	M	M	California			9 00, week			7	5:30	30			52	
425	Fruit-can maker	15	M	M	California			9 00, week	\$459	\$1 25	7	5:30	30				
426	Fruit-can maker	24	M	M	California			9 00, week			7	5:30	30			104	
427	Fruit-can maker	20	M	M	California			9 00, week			7	5:30	30				
428	Fruit-can maker	63	M	M	Ireland			9 00, week			7	5:30	30			104	
429	Fruit-can maker	18	M	M	California			13 00, week			7	5:30	30		18		
430	Fruit-can maker	16	M	M	California			4 50, week			7	5:30	30			130	
431	Fruit-can maker	22	M	M	California			2 00, day			7	5:30	30			52	
432	Fruit-can maker	25	M	M	Louisiana			9 00, week			7	5:30	30			104	
433	Fruit-can maker	35	M	M	Illinois			13 50, week			7	5:30	30			208	
434	Fruit-can maker	24	M	M	California			2 50, day	440	1 20	7	5:30	30			130	
435	Fruit-can maker	17	M	M	California			7 50, week			7	5:30	30				
436	Fruit-can maker	48	M	M	Ireland			2 00, day			7	5:30	30			130	
437	Fruit-can maker	18	M	M	California			6 00, week			7	5:30	30		42		
438	Fruit-can maker	21	M	M	California			9 00, week			7	5:30	30		2		
439	Fruit-can maker	19	M	M	Ireland	16	16	9 00, week			7	5:30	30			153	
440	Fruit-can maker	36	M	M	Illinois			9 00, week			7	5:30	30			208	
441	Fruit-can maker	19	M	M	California			1 00, day			7	5:30	30			78	
442	Fruit-can maker	45	M	M	New York			3 25, day			7	5:30	30			78	
443	Fruit-can maker	20	M	M	Illinois			9 00, week			7	5:30	30			7	
444	Fruit-can maker	15	M	M	California			3 50, week			7	5:45	45				
445	Laborer	20	M	M	Ohio			9 00, week			7	5:30	30			104	
446	Machinist	34	M	M	Sweden	14	5	3 25, day			7	5:30	30			52	
447	Machinist	24	M	M	Illinois			3 00, day			7	5:30	30			26	
448	Machinist	19	M	M	California			12 00, week			7	5:30	30				
449	Die-maker	26	M	M	Maryland			3 50, day			7	5:30	30			24	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged	Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
			Then.....	Now.....				Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns	
Timers, Etc.—Continued.														
420	Fruit-can maker	11	good	good	1 m	rent	1	\$10 00			1	no	no	
421	Fruit-can maker	18	good	good	2 m	rent	4	12 00			3	no	no	
422	Fruit-can maker	12	good	good	3 1	A						no	no	
423	Fruit-can maker	16	good	good	2 w					\$4 50		no	no	
424	Fruit-can maker	14	good	good	2 2	A								
425	Fruit-can maker	14	good	good	1 1	A								
426	Fruit-can maker	16	good	good	3 m					5 00		no	no	
427	Fruit-can maker	16	good	good	7 m	A						no	no	
428	Fruit-can maker	22	good	good	3 w	rent	3	8 00			1	no	no	
429	Fruit-can maker	16	good	good	3 m					4 50	1	no	no	
430	Fruit-can maker	12	good	good	4	A				6 00	1	no	no	
431	Fruit-can maker													
432	Fruit-can maker	15	good	good	2 m	rent	2	6 00			3	no	no	
433	Fruit-can maker	14	good	good	2 m	rent	3	12 00			2	no	no	
434	Fruit-can maker	16	good	good	10	A								
435	Fruit-can maker	13	good	good	4									
436	Fruit-can maker	14	good	good	3 d	rent	5	12 00				no	no	
437	Fruit-can maker	16	good	good	2 2	A					8	yes	no	
438	Fruit-can maker	16	good	good	2 m	A						no	no	
439	Fruit-can maker	9	good	good	2 m	A				24 00		no	no	
440	Fruit-can maker	12	good	good	6 m	rent	3	10 00			1	no	no	
441	Fruit-can maker	12	good	good	3 d	A								
442	Fruit-can maker	14	good	poor	31									
443	Fruit-can maker	15	good	good	2 m		1	10 00	\$7 00	4 50		no	no	
444	Fruit-can maker	15	good	good	3 w	A								
445	Laborer	15	poor	poor	3 w									
446	Machinist	15	poor	poor	5					5 00		no	no	
447	Machinist	12	good	fair	19	rent	4	10 00			3	yes	no	5 00
448	Machinist	15	good	good	9			5 00	4 00			no	no	
449	Die-maker	12	good	good	2			5 00				yes	no	25 00 Dr. & Med.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
<i>Gasfitting, Etc.</i>																
450	Plumber	17	M	S	Missouri			\$5 00, week				7	5:30	60	50	
451	Plumber	21	M	S	California			2 50, day				7	5	60	18	
452	Plumber	36	M	M				3 00, day				7	5	60		
453	Plumber	22	M	M	United States.			9 00, week				7	5	60	75	
454	Plumber	17	M	S				4 00, week				7	5	60	2	
455	Plumber	16	M	S	United States			3 00, week				7	5	60		
456	Gasfitter	16	M	M	Ireland			3 50, day				7	5	60		
457	Roustabout	42	M	M	United States.		2	2 25, day				7:15	5	45		
<i>Bricklayers, Etc.</i>																
458	Bricklayer	25	M	S	Maine			5 50, day	\$1,403	\$3 84		8	5	60	52	
459	Bricklayer	26	M	S	California			5 50, day	1,254	3 16		8	5	60	78	
460	Bricklayer	19	M	S	Minnesota			5 50, day	1,540	4 21		8	5	60	26	
461	Bricklayer	22	M	S	California			5 50, day	1,403	3 84		8	5	60	52	
462	Bricklayer	25	M	M	California.			5 50, day	1,254	3 43		8	5	60	78	
463	Bricklayer	23	M	S	New Hampshire			5 50, day	1,254	3 43		8	5	60	78	
464	Bricklayer	36	M	M	England	28	27	5 50, day	1,254	3 43		8	5	60	78	
465	Bricklayer	38	M	M	England	18	18	5 50, day	968	2 65		8	5	60	130	18
466	Bricklayer	58	M	S	Missouri			5 50, day	1,056	2 89		8	5	60	78	78
467	Bricklayer	21	M	S	California			5 50, day	1,254	3 43		8	5	60	180	18
468	Bricklayer	27	M	S	California			5 50, day	681	1 86		8	5	60	182	78
469	Bricklayer	36	M	M	England			5 50, day	681	1 86		8	5	60	182	
470	Bricklayer	28	M	S	Ireland	8	5	5 50, day	1,254	3 43		8	5	60	78	
471	Bricklayer	30	M	M	Ireland	3	3	3 50, day	861	2 35		8	5	60	60	
472	Hod-carrier	53	M	S	Ireland	28	17	3 50, day	840	2 30		8	5	60	66	
473	Hod-carrier	23	M	S	Iowa			3 50, day	889	2 43		8	5	60	52	
474	Hod-carrier	23	M	M	Ireland			3 50, day	343	94		8	5	60	78	130
475	Hod-carrier	35	M	M	England	20	19	3 50, day	493	1 35		8	5	60	12	153
476	Hod-carrier	40	M	M	Ireland	22		3 50, day	493	1 35		8	5	60	12	153
477	Hod-carrier	32	M	S	Illinois			3 50, day	798	2 18		8	5	60	78	
478	Hod-carrier	26	M	M	England	20	20	3 50, day	889	2 43		8	5	60	12	40
479	Hod-carrier	43	M	S	Ireland	32	22	3 50, day	535	1 46		8	5	60	153	
480	Hod-carrier	23	M	M	Sweden	20	4	3 50, day	945	2 58		8	5	60	36	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work.		Health.		Years Engaged.		Own or Rent Home	Number of Rooms			Amount Paid for			Others Supported.	Member of		Weekly Benefits.
		Then	Now	Present Employment	Present Employer	4 m	6 w		Rent	Board	Board and Lodging	Rent	Board	Board and Lodging		Beneficial Associat'ns	Labor Organizat'ns	
450	<i>Gasfitter, Etc.</i>	14	good	4 m	4 m	6 w	6 w	rent							7	no	no	
451	Plumber	10	good	3		1 w	2	rent								yes	no	\$7 00
452	Plumber					6 m	6 m										no	
453	Plumber					6 m	6 m										no	
454	Plumber					6 m	6 m										no	
455	Plumber	15		6 m		9 m	2	own	3						5	yes	no	8 00
456	Gasfitter	12	good	7		2		rent	6	\$11 00							no	
457	Koustabout	12	good	2													no	
458	<i>Bricklayers, Etc.</i>	12	good	8		8	2 w	rent	4	13 00					3	no	yes	
459	Bricklayer	15	good	9		4	4									no	yes	
460	Bricklayer	11	good	4		6										no	yes	
461	Bricklayer	15	good	4		4			8	8 00	\$4 00					no	yes	
462	Bricklayer	14	good	6		4									1	no	yes	
463	Bricklayer	9	good	6		2									1	no	yes	
464	Bricklayer	12	good	24		5		own							1	no	yes	
465	Bricklayer	8	good	16		18		own							3	no	yes	
466	Bricklayer	21	good	38		6 m		rent	4	12 00					3	no	yes	
467	Bricklayer	15	good	5		5										no	yes	
468	Bricklayer	12	good	10		3 w		rent	5	20 00						yes	yes	7 00
469	Bricklayer	17	good	17		4 w		rent	6	35 00			\$5 00		4	no	yes	
470	Bricklayer	14	good	11		5									4	no	yes	
471	Hod-carrier	10	good	2		2		rent	3	8 00					3	no	yes	
472	Hod-carrier	17	good	26		8		own							5	no	yes	
473	Hod-carrier	16	good	3		2 w										no	yes	
474	Hod-carrier	15	good	5		5		own							2	yes	yes	24 00
475	Hod-carrier	12	good	4		2		own							3	no	yes	
476	Hod-carrier	18	good	4		3 d			5							no	yes	
477	Hod-carrier	18	good	10		3 m		own	1	5 00	4 00					no	yes	
478	Hod-carrier	8	good	8		18 m		rent	3	10 00					3	no	yes	
479	Hod-carrier	11	good	28		2					5 00				5	no	yes	
480	Hod-carrier	17	good	18 m		18 m		rent	3	10 00					3	no	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.	
Bricklayers, Etc.—Continued.																	
481	Hod-carrier	41	M	M	Ireland	22	22	\$3 50, day	\$980	\$2 68	8	5	60	60	26		
482	Hod-carrier	32	M	M	Sweden	11	4	3 50, day	980	2 68	8	5	60	60	26		
483	Hod-carrier	31	M	M	Sweden	12	9	3 50, day	840	2 30	8	5	60	60	60		
484	Bricklayer	41	M	M	New York		5	5 50, day			7:30	5:30	60	60	104		
485	Bricklayer	49	M	M	Scotland	16	5	5 50, day			7:30	5:30	60	60	24	73	
486	Bricklayer	30	M	M	Ireland	12	7	5 50, day			7:30	5:30	60	60	9		
487	Bricklayer	34	M	M	England			5 50, day			7:30	5:30	60	60	20	84	
488	Bricklayer, apprentice	22	M	M	California			4 00, day			7:30	5	60	60			
489	Bricklayer	29	M	M	California			5 50, day			7:30	5:30	60	60	41		
490	Bricklayer	25	M	M	California			5 50, day			7:30	5:30	60	60	28		
491	Bricklayer	30	M	M	California			5 50, day			7:30	5:30	60	60	15		
492	Bricklayer	32	M	M	France	12	4	5 50, day			7:30	5:30	60	60			
493	Bricklayer, apprentice	19	M	M	England	14	14	2 50, day			7:30	5:30	60	60	104		
494	Bricklayer	34	M	M	Ireland	17	9	5 50, day			7:30	5:30	60	60	104		
495	Bricklayer	36	M	M	Ireland			5 50, day			7:30	5:30	60	60			
496	Bricklayer	43	M	M	Ohio			5 50, day			7:30	5:30	60	60	84		
497	Bricklayer, apprentice	19	M	M	California			3 00, day			7:30	5	60	60	52		
498	Bricklayer	29	M	M	Germany	9	5	5 50, day			7:30	5:30	60	60	70		
499	Bricklayer	27	M	M	New Jersey			5 50, day			7:30	5:30	60	60	21	57	
500	Bricklayer	34	M	M	Ireland			5 50, day			7:30	5:30	60	60	80		
501	Bricklayer	23	M	M	England	6	3	5 50, day			7:30	5:30	60	60	10	47	
502	Bricklayer	34	M	M	Ohio			5 50, day			7:30	5:30	60	60		68	
503	Bricklayer	35	M	M	New York			5 50, day			7:30	5:30	60	60	28	83	
504	Bricklayer	29	M	M	New York			5 50, day			7:30	5:30	60	60	100		
505	Tile-setter	24	M	M	Ireland	5	5	3 00, day	918	2 57	8	5	60	60			6
506	Tile-setter	29	M	M	Scotland	1	5	5 50, day	1,650	4 52	8	5	60	60			
507	Tile-setter	24	M	M	Nova Scotia	24	24	4 00, day	992	2 71	8	5	60	60	6	52	
Stonecutters, Etc.																	
508	Stone cutter and mason	27	M	M	Scotland	8		4 00, day			8	5	60	60		25	
509	Stonecutter, foreman	24	M	M	England	22	4	5 00, day	1,124	3 07	8	5	60	60			
510	Stonecutter	32	M	M	England	23	3	5 00, day			8	5	60	60			
511	Stonecutter	28	M	M	Scotland	7		4 00, day			8	5	60	60		18	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
<i>Bricklayers, Etc.—Continued.</i>														
481	Hod-carrier	good	good	3	3	own	5				4	yes	yes	\$8 00
482	Hod-carrier	good	good	3	3	rent	6	\$12 00			1	no	yes	8 00
483	Hod-carrier	good	good	3	3				\$7 00			yes	yes	
484	Bricklayer	good	good	20		rent	7	20 00			4	yes		
485	Bricklayer	good	good	10		own	6				4	yes	yes	16 00
486	Bricklayer	good	good	16		rent	3	16 00			3	yes	yes	
487	Bricklayer	good	good	3	3							yes	yes	
488	Bricklayer, apprentice	good	good	5	2							yes	yes	
489	Bricklayer	good	good	7	2					\$6 00		yes		
490	Bricklayer	good	good	5								yes	yes	
491	Bricklayer	good	good	11	1					7 00		yes	yes	
492	Bricklayer	good	good	12	2	own	7			6 00		no	yes	
493	Bricklayer, apprentice											yes	yes	
494	Bricklayer			16	5							yes	yes	
495	Bricklayer			18		own	7			7 00		yes	yes	18 00
496	Bricklayer	good	good	1								yes	yes	
497	Bricklayer, apprentice	good	good	8								yes	yes	
498	Bricklayer	good	good	10		rent	5	17 00		5 00		yes	yes	12 00
499	Bricklayer	good	good	16						6 50		yes	yes	
500	Bricklayer	good	good		2					6 00		yes	yes	7 00
501	Bricklayer	good	good	14		own	5				5	yes	yes	
502	Bricklayer	good	good							6 00		yes		
503	Bricklayer	good	good	3	3	rent	4				3	yes	yes	8 00
504	Bricklayer	good	good	20	6	rent	5	15 00		5 00		no	yes	
505	Tile-setter	good	good	3		rent	1	12 00				yes	yes	28 00
506	Tile-setter	good	good	3		rent					2	no	yes	
507	Tile-setter	good	good											
<i>Stonecutters, Etc.</i>														
508	Stonecutter and mason.....	good	good	14	2					6 50		yes	yes	8 00
509	Stonecutter, foreman.....	good	good	8	3	own	5				3	no	no	
510	Stonecutter					own					3	yes	no	3 00
511	Stonecutter	good	good	13	2					6 50		yes	yes	10 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
Stonecutters,* Etc.—Continued.																
512	Stonecutter	32	M	M	Scotland	9	5	\$4 00, day	\$918	\$2 51	8	5	60		48	
513	Stonecutter	42	M	S	New York	11	1	3 00, day			8	5	60		24	
514	Stonecutter	31	M	S	England	9		4 00, day	1,200	3 28	8	5	60	6		
515	Stonecutter	30	M	M	Scotland	11		4 00, day			8	5	60		52	
516	Stonecutter	31	M	M	Canada	2		4 00, day	1,224	3 32	8	5	60			
517	Stonecutter	40	M	M	Scotland			4 00, day								
518	Stonecutter, apprentice	20	M	S	Maine			3 50, day			8	5	60			
519	Stonecutter	36	M	M	Canada			4 00, day	1,068	2 92	8	5	60	39		
520	Stonecutter	29	M	M	Wales	4	2	4 00, day	984	2 69	8	5	60		60	
521	Stonecutter	42	M	M	England	19	12	4 00, day	1,128	3 06	8	5	60	24		
522	Stonecutter	47	M	M	Maine			4 00, day	1,176	3 22	8	5	60		12	
523	Stonecutter	20	M	S	California	15	10	4 00, day	765	2 09	8	5	60			
524	Stonecutter	36	M	S	Ireland	37	18	4 00, day	908	2 48	8	5	60	29		
525	Onyx worker	53	M	M	Ireland	37	18	13 50, week			7	5			18	
526	Onyx worker	46	M	M	Ireland	26	18	2 50, day			7	5			78	
527	Onyx worker	29	M	S	California						7	5				
528	Onyx worker	32	M	S	Ohio			2 00, day	564	1 54	7	5			24	
529	Onyx worker	64	M	S	Italy	17	17	2 00, day	413	1 13	7	5				
530	Marble worker	49	M	M	Ireland	20	17	2 00, day			7:30	5:30	60			
531	Marble worker	39	M	S	France	5	5	15 00, week			7:30	5:30	30			
532	Marble worker	52	M	M	New York			21 00, week			9h		30	26		
533	Marble cutter	49	M	M	France	20	20	15 00, week			7:30	5:30	60			
534	Marble cutter	34	M	S	Italy	11	3	21 00, week			7:30	5:30	60	6	78	
535	Marble cutter	15	M	S	Italy	1	1	6 00, week			7:30	5:30			26	
536	Marble cutter	16	M	S	California			3 00, week			7:30	5:30	60			
537	Marble cutter	22	M	S	California			15 00, week			7:30	5:30	30		130	
538	Marble cutter	38	M	S	Kentucky			3 00, day			9h		30		24	45
539	Marble cutter	44	M	S	Atlantic Ocean	44	44	11 00, week			9h		30			
540	Marble rubber	40	M	M	France	22	22	2 25, day			7:30	5:30	60	6	10	
541	Marble polisher	59	M	M	Ireland	40	31	2 25, day			7:30	5:30	60		15	
542	Marble polisher	23	M	S	Italy	7	7	2 00, day			7:30	5:30	60	4		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...		Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer					Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
	<i>Stonecutters,* Etc.—Continued.</i>															
512	Stonecutter	good	good		3	rent	3	\$12 00				\$5 00	1		yes	
513	Stonecutter	good	good		7	rent						6 00		yes	yes	\$10 00
514	Stonecutter	good	good			rent	3	10 00					2	yes	yes	6 00
515	Stonecutter	good	good			rent	5	15 00					2	yes	yes	-10 00
516	Stonecutter	good	good			rent	3	14 00					3	yes	yes	
517	Stonecutter	good	good			rent						8 00				
518	Stonecutter, apprentice	fair	fair	16		own	4						4	yes	yes	
519	Stonecutter	good	good			rent	5	18 00					4	yes	yes	
520	Stonecutter	good	good	18	1	rent	4	17 00					3	yes	yes	
521	Stonecutter	good	good	20	2	own	6						3	yes	yes	12 00
522	Stonecutter	good	good			rent										
523	Stonecutter	good	good			own										
524	Stonecutter	good	good	36	18	own						7 00	2	yes	yes	8 00
525	Onyx worker	good	good	24	14	rent	3	8 00					1	no	no	
526	Onyx worker	good	good	9	9									yes	no	7 00
527	Onyx worker	good	good	20	5 m			\$6 50						no	no	
528	Onyx worker	good	good	20		rent	3	5 00					1	no	no	
529	Onyx worker	fair	fair	47	9	rent	6	8 00					7	no	no	
530	Marble worker	good	good	20	12	rent		9 00					2	no	no	
531	Marble worker	good	good	5	5							21 m		no	no	
532	Marble worker	good	good	18	9	rent	6	35 00					3	yes	no	7 50
533	Marble cutter	good	good	20	7	rent	3	10 00					5	yes	no	10 00 Dr. & Med.
534	Marble cutter	good	good	19	2 w		1	10 00				20 m		yes	no	10 00 Dr. & Med.
535	Marble cutter	good	good	3	3							13 m		yes	no	
536	Marble cutter	good	good	6 m	6 m											
537	Marble cutter	good	good	8	3 m							5 00	2	no	no	
538	Marble cutter	good	good	23	3 m								1	no	no	
539	Marble cutter	good	good	25	4	rent		4 50						no	no	
540	Marble rubber	good	good	25	25	rent	1	5 00					2	yes	no	10 00 Dr. & Med.
541	Marble polisher	good	good	16	6	rent	3	10 00					4	no	no	
542	Marble polisher	good	good	32	6	own								no	no	
		good	good	6	6									no	no	

* Stonecutters in this State are also stonemasons, combining both trades.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, Etc.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California..		Year	Daily Aver- age	From A. M. . .	To P. M.		Sick	No Work....	Other Cause.
<i>Stonecutters, Etc.—Continued.</i>																
543	Marble polisher.....	35	M	M	Italy.....	8	5	\$2 00, day			7:30	5:30	60	12		
544	Marble polisher.....	27	M	M	Italy.....	8	8	2 00, day			7:30	5:30	60			52
545	Marble polisher.....	61	M	M	Ireland.....	44	26	15 00, week			7:30	5:30			26	
546	Marble polisher.....	52	M	S	New York.....			10 00, week			7	5:30	30			
547	Marble polisher.....	50	M	M	Ireland.....	32	24	15 00, week			7:30	5:30	30	5		
548	Marble polisher.....	60	M	M	Ireland.....	42	21	15 00, week			7:30	5:30	30	2		
549	Engineer.....	39	M	M	Azores Island.....	27	27	3 33, day			11 h	5:30	30			
550	Laborer.....	64	M	M	Ireland.....	29	27	15 00, week			7	5:30	60		5	
551	Teamster.....	31	M	S	Kentucky.....			13 00, week			7:30	5:30	30			
<i>Carpenters.</i>																
552	House carpenter.....	36	M	M	Germany.....	18	7	3 50, day	\$896	\$2 43	8	5	60		50	
553	House carpenter.....	59	M	M	Ireland.....	30	17	3 50, day	805	2 20	8	5	60	44	76	
554	House carpenter.....	31	M	S	Scotland.....			3 50, day	402	1 10	8	5	60		180	11
555	House carpenter.....	42	M	S	New York.....			3 50, day	819	2 24	8	5	60	27	39	6
556	House carpenter.....	35	M	S	Mississippi.....			4 00, day	1,136	3 11	8	5	60	22		
557	House carpenter.....	32	M	M	Illinois.....			3 20, day	896	2 45	8	5	60	26		
558	House carpenter.....	28	M	M	Nova Scotia.....			3 20, day	813	2 22	8	5	60		52	
559	House carpenter.....	40	M	M	New Hampshire.....			3 20, day	844	2 31	8	5	60	6	36	
560	House carpenter.....	39	M	M	California.....			3 25, day	929	2 54	8	5	60	5	15	
561	House carpenter.....	43	M	M	Maine.....			3 50, day	707	1 93	8	5	60		104	
562	House carpenter.....	29	M	M	New York.....			3 50, day	1,071	2 93	8	5	60			
563	House carpenter.....	40	M	M	Iowa.....			3 20, day	844	2 31	8	5	60		42	
564	House carpenter.....	43	M	M	Ireland.....	42	42	3 50, day	1,071	2 93	8	5	60			
565	House carpenter.....	55	M	M	Canada.....	54		3 50, day	1,071	2 93	8	5	60			
566	House carpenter.....	34	M	S	Illinois.....			3 50, day	1,071	2 93	8	5	60			
567	House carpenter.....	45	M	M	Ireland.....	23	17	4 00, day	976	2 12	8	5	60	42	20	
568	House carpenter.....	32	M	M	Canada.....	16		3 50, day	798	2 18	8	5	60		78	
569	House carpenter.....	37	M	M	Canada.....			3 50, day	826	2 26	8	5	60		70	
570	House carpenter.....	37	M	M	New York.....			4 00, day	960	2 63	8	5	60		26	40
571	House carpenter.....	26	M	S	Massachusetts.....			3 50, day	707	1 93	8	5	60		104	
572	House carpenter.....	25	M	M	Sweden.....	17	6	3 50, day	651	1 78	8	5	60		120	
573	House carpenter.....	29	M	S	England.....	8	5	3 50, day	899	2 43	8	5	60		15	34

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.			Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Em- ployer					Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns	
<i>Stonecutters, Etc.—Continued.</i>																
543	Marble polisher.....	good	good	4	4	rent	4	\$12 00					5	no	no	\$7 50 Dr. & Med.
544	Marble polisher.....	good	good	6	6	rent	3	7 50					2	no	no	
545	Marble polisher.....	good	good	40	20	rent	3	9 00					1	no	no	
546	Marble polisher.....	good	good	15	12	rent		6 00						no	no	
547	Marble polisher.....	good	good	30	9	rent	5	16 00					6	no	no	
548	Marble polisher.....	good	good	42	5	rent	6	22 75					4	no	no	
549	Engineer.....	good	good	23	13	own							5	yes	no	
550	Laborer.....	good	good	52	21									no	no	
551	Teamster.....	good	good	9	6 m									yes	no	
<i>Carpenters.</i>																
552	House carpenter.....	good	good	18	3	rent	4	15 00					3	yes	yes	16 00
553	House carpenter.....	good	good	24	4	own	8				\$7 00		1	yes	yes	14 00
554	House carpenter.....	good	good	9	5									yes	yes	9 00
555	House carpenter.....	good	good	15	1	rent	1	6 00								
556	House carpenter.....	good	good	14	1						7 00			yes	yes	
557	House carpenter.....	good	good	30	12	rent	5	15 00					4	no	no	
558	House carpenter.....	good	good	12	3 w	own							2	no	no	8 00
559	House carpenter.....	good	good	25	3	own							3	yes	yes	
560	House carpenter.....	good	good	20	3 m	own							4	yes	yes	20 00
561	House carpenter.....	good	good	8	2 m	rent	6	18 00					2	yes	no	8 00
562	House carpenter.....	good	good	15	4	rent	4	10 00						no	yes	10 00 8 00 10 00 16 00 8 00 9 00
563	House carpenter.....	good	good	20	2 m	own							1	no	yes	
564	House carpenter.....	good	good	18	2	own	4						2			
565	House carpenter.....	good	good	30	3	own	6						3			
566	House carpenter.....	good	good		1					8 00						
567	House carpenter.....	good	good	18	3	own	5			1 00			4	yes		
568	House carpenter.....	good	good	16	4					7 00			2	yes		
569	House carpenter.....	good	good		14 m	rent	5	18 00					4	yes	yes	
570	House carpenter.....	good	good	17	4	own							3	yes	yes	
571	House carpenter.....	good	good	8	1								4	yes	yes	
572	House carpenter.....	good	good	6	3	rent				7 00				yes	yes	
573	House carpenter.....	good	good	14	5		4	16 00			6 00		3	yes	yes	9 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
Carpenters—Continued.															
574	House carpenter	27	M	Scotland	7	4	\$4 00, day	\$912	\$2 39	8	5	60	20	78	---
575	House carpenter	39	M	California	---	---	3 50, day	871	2 28	8	5	60	37	37	---
576	House carpenter	45	M	Illinois	---	---	3 50, day	840	2 30	8	5	60	44	22	---
577	House carpenter	33	M	Ireland	11	6	4 00, day	916	2 50	8	5	60	63	14	---
578	House carpenter	27	M	Scotland	6	3	3 75, day	1,046	2 89	8	5	60	54	32	---
579	House carpenter	29	M	Pennsylvania	---	---	3 50, day	707	1 93	8	5	60	14	90	---
580	House carpenter	58	M	United States	---	---	4 00, day	612	1 67	8	5	60	153	---	---
581	House carpenter	32	M	---	---	---	3 50, day	745	2 64	8	5	60	25	68	---
582	House carpenter	24	M	Ireland	4	4	3 50, day	815	2 23	8	5	60	---	52	21
583	House carpenter	29	M	Germany	7	3	3 50, day	882	2 41	8	5	60	---	54	---
584	House carpenter	19	M	California	---	---	2 50, day	765	2 09	8	5	60	---	---	---
585	House carpenter	23	M	California	---	---	3 00, day	729	2 00	8	5	60	---	45	18
586	House carpenter	18	M	California	---	---	2 25, day	688	1 89	8	5	60	---	---	---
587	House carpenter	43	M	United States	---	---	3 50, day	745	2 04	8	5	60	56	37	11
588	House carpenter	19	M	---	---	---	2 75, day	564	1 54	8	5	60	---	44	11
589	House carpenter	29	M	California	---	---	4 00, day	768	2 10	8	5	60	---	100	14
590	House carpenter	---	M	United States	---	---	2 50, day	---	---	7	5	30	15	---	---
591	House carpenter	20	M	California	---	---	1 75, day	509	1 39	7:30	5	30	---	---	---
592	House carpenter	23	M	California	16	16	3 00, day	---	---	7	5:30	30	---	---	---
593	House carpenter	40	M	Nova Scotia	---	---	3 50, day	798	2 18	7:30	5	30	78	---	---
594	House carpenter	22	M	California	---	---	3 00, day	840	2 30	7:30	5	30	26	---	---
595	House carpenter	27	M	Australia	4	---	3 50, day	1,081	2 96	7:30	5	30	---	---	---
596	House carpenter	41	M	Germany	10	---	2 50, day	505	1 38	7:30	5	30	104	---	---
597	House carpenter	28	M	Sweden	10	---	3 50, day	878	2 40	7:30	5	30	52	---	---
598	House carpenter	20	M	California	10	---	10 00, week	---	---	7:30	5	30	26	---	---
599	House carpenter	19	M	Germany	7	---	1 50, day	459	1 25	7:30	5	30	---	---	---
600	House carpenter	24	M	California	---	---	3 50, day	945	2 58	7:30	5	30	36	---	---
601	House carpenter	39	M	Canada	7	5	3 25, day	403	1 10	7:30	5	30	182	---	---
602	House carpenter	602	M	Scotland	6	5	3 50, day	889	2 43	8	5	60	---	52	---
603	House carpenter	42	M	California	---	---	3 50, day	430	1 17	8	5	60	30	153	---
604	House carpenter	57	M	New York	---	---	3 25, day	370	1 01	8	5	60	36	153	---
605	Joiner	25	M	United States	3	3	3 50, day	---	---	7	5:30	30	9	30	---
606	Joiner	19	M	Bohemia	---	---	1 50, day	---	---	7	5:30	30	---	---	---

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns	
<i>Carpenters—Continued.</i>														
574	House carpenter	17	good	9	3	rent	4	\$18 00		4	yes		\$7 00	
575	House carpenter	17	good	15	1	own	6			5	yes		17 00	
576	House carpenter	17	good	20	3	own	5			4	yes		12 00	
577	House carpenter	16	good	16	7	own	7		\$7 00	1	yes		18 00	
578	House carpenter	19	good	7	1				6 00		yes		8 00	
579	House carpenter	16	good	8	1		7				yes			
580	House carpenter	19	good			own				4	yes			
581	House carpenter	15	good		4				6 00		yes			
582	House carpenter		good	8	2				5 00		yes		10 00	
583	House carpenter	16	good	9	2				4 50	2	yes		6 00	
584	House carpenter		good	2	2						yes			
585	House carpenter	14	good	6	1						yes			
586	House carpenter	18	good								yes		16 00	
587	House carpenter	16	good	18	4	rent	4	17 00	6 00	5	yes		12 00	
588	House carpenter	16	good	30 m	30 m						yes			
589	House carpenter	16	good	11	2						yes			
590	House carpenter	16	good		3						yes			
591	House carpenter	17	good	2	2				6 00		no			
592	House carpenter	17	good		13 m				5 00		no			
593	House carpenter	14		25		own	5			5	yes		10 00	
594	House carpenter	14							5 50		no			
595	House carpenter	16	good	8	14 m	rent	6	35 00		1	yes		7 50	
596	House carpenter	16	good	6	6	rent	4			5	no			
597	House carpenter	13	good	12	9 m	own	3		20 00	2	yes		7 50	
598	House carpenter		good	3	6 m				5 00		no			
599	House carpenter	14	good	2	2						yes		7 50	
600	House carpenter	20	good	4	3 w						yes			
601	House carpenter	14	good	25	4	\$5 00	1	10 00	25 00		no		5 20	
602	House carpenter	16	good	11	11				5 00		yes		7 00	
603	House carpenter	13	good	29			1	6 00		1	yes		Dr. & Med.	
604	House carpenter	20	good	39	39		1	5 00	4 50	1	no			
605	Joiner	15	fair								yes			
606	Joiner	17		2 m	2 m						yes			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.			From A. M.	To P. M.	Sick.	No Work.	Other Cause.
Carpenters—Continued.																
607	Joiner.	41	M	M	United States.			\$3 50, day				30	12			
608	Joiner.	39	M	S	United States.			3 50, day			7	5:30	30			
609	Joiner.	39	M	S	Denmark.			3 50, day			7	5:30	30			
610	Joiner.	32	M	M	United States.			3 50, day			7	5:30	30	14		
611	Joiner.	28	M	M	Ireland.	10		3 50, day			7	5	30			
612	Joiner.	27	M	M	England.	10		3 50, day	\$1 029	\$2 81	7	5	30	12		
613	Joiner.	39	M	M	Ireland.	11		3 50, day			7	5	30	11	18	
614	Mill carpenter.	38	M	M	Ireland.	20	10	3 00, day	762	2 08	7:30	5	30		52	
615	Mill carpenter.	38	M	S	Sweden.			3 00, day	918	2 51	7:30	5	30			
616	Mill carpenter.	25	M	S	United States.			2 50, day	765	2 09	7:30	5	30			
617	Mill carpenter.	29	M	M	Ireland.	8		2 75, day	841	2 30	7:30	5	30			
618	Mill carpenter.	30	M	M	United States.			3 00, day	918	2 51	7:30	5	30			
619	Mill carpenter.	29	M	S	Scotland.			3 00, day	918	2 51	7:30	5	30			
620	Mill carpenter.	35	M	M	United States.			3 00, day	918	2 51	7:30	5	30			
621	Mill carpenter.	52	M	M	United States.			4 00, day	1 224	3 35	7:30	5	30			
622	Mill carpenter.	47	M	M	Ireland.			4 00, day	1 224	3 35	7:30	5	30			
623	Mill carpenter.	29	M	M	United States.			3 00, day	918	2 51	7:30	5	30			
624	Mill carpenter.	25	M	S	United States.			2 75, day	841	2 30	7:30	5	30			
625	Mill carpenter.	32	M	S	United States.			2 75, day	841	2 30	7:30	5	30			
626	Mill carpenter.	29	M	S	United States.			2 75, day	841	2 30	7:30	5	30			
627	Mill carpenter.	37	M	S	England.			3 00, day	918	2 51	7:30	5	30			
628	Mill carpenter.	29	M	M	Canada.			3 25, day	944	2 77	7:30	5	30			
629	Mill carpenter.	51	M	M	Ireland.			3 00, day	840	2 30	7:30	5	30	26		
630	Mill carpenter.	28	M	M	United States.			3 00, day	837	2 29	7:30	5	30	27		
631	Mill carpenter.	35	M	M	Germany.			3 50, day	1 053	2 88	7:30	5	30	5		
632	Mill carpenter.	40	M	M	United States.			2 50, day	765	2 09	7:30	5	30			
633	Mill carpenter.	58	M	S	Maine.			2 25, day	497	1 36	7:30	5	30	153		
634	Mill carpenter.	30	M	M	United States.			3 00, day	918	2 51	7:30	5	30			
635	Mill carpenter.	28	M	S	United States.			3 50, day	1 015	2 78	7:30	5	30	16		
636	Foreman carpenter.	34	M	M	Germany.			4 50, day	1 377	3 77	7:30	5	30			
637	Mill carpenter.	20	M	S	California.			2 25, day	571	1 56	7:30	5	30	52		
638	Mill carpenter.	20	M	S	California.			75, day	229	62	7:30	5	30			
639	Mill carpenter.	41	M	M	Ireland.			3 00, day	918	2 51		5:30	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued.)

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported.	Member of		Weekly Benefits.
		Then.....	Now.....	Present Em- ployment.	Present Em- ployer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Carpenters—Continued.														
607	Joiner.....	good	good	2	6 m	own	5			\$6 00	5	yes	no	
608	Joiner.....			6 m	rent	rent						yes	no	\$10 00
609	Joiner.....				own	own	5				3	yes	yes	
610	Joiner.....	good	good		own	own	5				4	yes	no	
611	Joiner.....	good	good		own	own	6				5	yes	yes	18 00
612	Joiner.....	good	good		own	own	8					yes	yes	10 00
613	Joiner.....				own	own	8				5	yes	yes	
614	Mill carpenter.....	good	good	10	8 m	own								
615	Mill carpenter.....	good	good		4 y									
616	Mill carpenter.....	good	good		2 y									
617	Mill carpenter.....	good	good	8 y	3 y	own	6					yes	yes	10 00
618	Mill carpenter.....	good	good		10 y	rent	5				3	yes	yes	
619	Mill carpenter.....	good	good		18 m						2	yes	yes	
620	Mill carpenter.....	good	good		20 y	own	5			7 00	3	yes	yes	
621	Mill carpenter.....	good	good		32 y	own	5				6	yes	yes	10 00
622	Mill carpenter.....	good	good		25 y	own	8							
623	Mill carpenter.....	good	good		9 y	own	5				3	yes	yes	
624	Mill carpenter.....				3 y						2			
625	Mill carpenter.....	good	good		3 y				\$5 00			yes	yes	7 00
626	Mill carpenter.....	good	good		10 y					6 00		yes	yes	
627	Mill carpenter.....	good	good		4 y					6 00				
628	Mill carpenter.....	good	good		1 y	rent	4		\$13 00		2	yes	yes	7 00
629	Mill carpenter.....	good	good		9 y	own	8				5	yes	yes	8 00
630	Mill carpenter.....	good	good		3 y	own					3	yes	yes	7 00
631	Mill carpenter.....				6 m	rent	3		25 00		4	yes	yes	10 00
632	Mill carpenter.....	good	good		3 y	own								
633	Mill carpenter.....	good	good		3 y	rent				9 00	2	yes	yes	9 00
634	Mill carpenter.....	good	good		14 y	rent	4					yes	yes	
635	Mill carpenter.....	good	good		3 y	rent					2			
636	Foreman carpenter.....	good	good		10 y	rent	6		45 00					
637	Mill carpenter.....	good	good		1 y					5 00	2			
638	Mill carpenter.....	good	good		3 y									
639	Mill carpenter.....	good	good		20 y	own	7				5	yes	yes	8 50

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nationality.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.			Number Days Lost.		
						U. S.	California.		Year	Daily Average	From A. M.	To P. M.				Sick	No Work	Other Cause.
640	Carpenters—Continued.																	
641	Mill carpenter	27	M	M	Denmark			\$3 50, day	\$1,015	\$2 78	7:30	5	30					
	Plasterer.	29	M	S	Ireland			3 50, day	1,015	2 78	7	5	30					
642	Plasterer	32	M	M	California			5 00, day	1,530	4 19	8	5	60					
643	Plasterer	38	M	M	Prince Edward Isl'd.	13	6	5 00, day	1,490	4 08	8	5	60			8		
644	Plasterer	28	M	S	Ohio			5 00, day	1,270	3 48	8	5	60			52		
645	Plasterer	21	M	S	Ireland	6	6	5 00, day	1,380	3 78	8	5	60			18		
646	Plasterer	38	M	M	Canada	16	16	5 00, day	1,530	4 19	8	5	60			12		
647	Plasterer	45	M	S	England	44	6	5 00, day	765	4 19	8	5	60			153		
648	Plasterer	41	M	S	Ohio			5 00, day	1,530	4 19	8	5	60					
649	Plasterer	23	M	S	Oregon			5 00, day	750	2 05	8	6	60			26		
650	Plasterer	32	M	S	Massachusetts			5 00, day	1,270	3 48	8	5	60			52		
651	Plasterer	24	M	S	Illinois			5 00, day	910	2 49	8	5	60			20		
652	Plasterer	44	M	S	Ireland	30		5 00, day	1,470	4 02	8	5	60			104		
653	Plasterer, apprentice	20	M	S	Ireland	3		2 50, day	765	2 09	8	5	60					12
654	Plasterer	47	M	M	Scotland	20	12	5 00, day	1,330	3 64	8	5	60			40		
655	Plasterer	34	M	S	England	2	2	5 00, day	765	2 09	8	5	60			163		
656	Plasterer	45	M	S	Ireland			5 00, day	1,530	4 19	8	5	60					
657	Plasterer	39	M	M	New York	18	1	5 00, day	1,190	3 26	8	5	60			68		
658	Plasterer	36	M	M	Ireland			5 00, day	1,015	2 78	8	5	60			75		
659	Plasterer, apprentice	23	M	M	Ireland	16		2 75, day	715	1 95	8	5	60			26		
660	Plasterer	41	M	M	England		8	5 00, day	1,110	3 04	8	5	60			37		
661	Plasterer	25	M	M	Germany		4	5 00, day	1,030	2 82	8	5	60			100		
662	Plasterer	54	M	M	Germany	17		5 00, day	1,230	3 37	8	5	60			60		
663	Plasterer	36	M	M	Pennsylvania			5 00, day	1,290	3 53	8	5	60			16		
664	Plasterer	39	M	M	Pennsylvania			5 00, day	1,450	3 97	8	5	60			16		
665	Plasterer	42	M	M				5 00, day	1,355	3 71	8	5	60			25		10
666	Plasterer	25	M	M	Ireland			5 00, day	1,265	3 46	8	5	60			43		11
667	Plasterer	31	M	M	Massachusetts	16	8	5 00, day	1,180	3 23	8	5	60			18		
668	Plasterer	24	M	M	California			5 00, day	1,330	3 64	8	5	60			34		6
669	Plasterer	28	M	M	New York			5 00, day	1,010	2 76	8	5	60			104		
670	Plasterer	47	M	M	New York			5 00, day	1,530	4 19	8	5	60					

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
			Then.....	Now.....	Present Employment.	Present Employer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns.	
640	Mill carpenter.....	17	good	good	8	5 m	rent	6	\$18 00		\$5 00	3	yes	yes	\$7 50
641	Mill carpenter.....	15	good	good		1							yes	yes	
642	Plasterer.....	14	good	good	18	7 w	own					2	no	yes	
643	Plasterer.....	14	good	good	16	2 w	rent	4	12 00			4	no	yes	
644	Plasterer.....	16	good	good	5	3	rent	5	14 00			3	no	yes	
645	Plasterer.....	15	good	good	4	4							yes	yes	10 00
646	Plasterer.....	14	good	good	19	10	own	1	10 00	\$6 00		1	yes	yes	10 00
647	Plasterer.....	12	good	good	20	5		1	6 00			3	no	yes	8 00
648	Plasterer.....	22	good	good	18	14 m		1	6 00			3	yes	yes	8 00
649	Plasterer.....	15	good	good	4	4	rent	3	12 00				yes	yes	7 50
650	Plasterer.....	17	good	good		1				6 00			yes	yes	7 00
651	Plasterer.....	17	good	good	6	1				5 00			yes	yes	
652	Plasterer.....	22	good	good	22	3				5 00			yes	yes	
653	Plasterer, apprentice.	18	good	good	2	2						2	no	no	
654	Plasterer.....	14	good	good	20	2	rent	4	15 00				yes	yes	
655	Plasterer.....	18	good	good		3					8 00		yes	yes	
656	Plasterer.....	18	good	good		1					6 00		no	yes	
657	Plasterer.....	18	good	good	7	1	own	6				4	yes	yes	10 00
658	Plasterer.....	15	good	good	18	3	rent	4	18 00			3	yes	yes	
659	Plasterer, apprentice.	13	good	good	4	3					6 00		yes	yes	
660	Plasterer.....	15	good	good	18		rent	5	19 00			3	yes	yes	10 00
661	Plasterer.....	18	good	good	5	3					7 00		yes	yes	
662	Plasterer.....	12	good	good	30	2	own	4			7 00		yes	yes	
663	Plasterer.....	17	good	good	12	2						3	yes	yes	15 00
664	Plasterer.....	19	good	good	16	2	own	6					yes	yes	9 00
665	Plasterer.....	13	good	good	9	1					5 00		yes	yes	
666	Plasterer.....	18	good	good	5	1							yes	yes	10 00
667	Plasterer.....	16	good	good	11	1					6 00		yes	yes	14 00
668	Plasterer.....		good	good		2	own	5				5	yes	yes	
669	Plasterer.....	17	good	good	9		rent	5	16 00			4	yes	yes	
670	Plasterer.....	17	good	good	18	3	own	5				3	yes	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Natvity.	Years in		Wages.	Earnings.		Working Hours.		Number Days Lost.			
						U. S.	California ..		Year	Daily Aver- age	From A. M.	To P. M.	Sick	No Work	Other Cause.	
<i>Painters.</i>																
671	Sign painter	21	M	S	California			\$3 00, day	\$918	\$2 51	7	5:30	30			
672	Sign painter	20	M	S	California			16 50, week	841	2 30	7	5:30	30			
673	Sign painter	15	M	S	California			3 00, week	153	41	7	5:30	30			
674	Sign painter	33	M	S	Germany	6	5	4 00, day	1,224	3 35	7	5:30	30			
675	Sign painter	17	M	S	California			6 50, week	329	90	7	5:30	30	2		
676	House painter	42	M	S	Tennessee			3 00, day	783	2 14	8	5	60	5	30	10
677	House painter	45	M	S	England			3 00, day	684	1 87	8	8	60	42	24	12
678	House painter	29	M	S	Illinois			3 00, day	645	1 76	8	5	60		91	
679	House painter	23	M	M	Austria	8	4	3 00, day	606	1 66	8	5	60		104	
680	House painter	26	M	M	Austria	8	4	3 00, day	606	1 66	8	5	60		104	
681	House painter	23	M	S	Austria	8	4	3 00, day	606	1 66	8	5	60		104	
682	House painter	25	M	S	Sweden	5	2	3 00, day	459	1 25	8	5	60		153	
683	House painter	26	M	S	California			3 00, day	528	1 44	8	5	60		130	
684	House painter	42	M	S	New York			3 00, day	510	1 39	8	5	60		78	52
685	House painter	50	M	M	Norway	11	5	3 00, day			8	5	60		123	
686	House painter	43	M	S	Massachusetts			3 00, day	297	81	8	5	60		208	
687	Sign painter	22	M	S	California			3 50, day			8	5	60			
688	Sign painter	24	M	S	California			3 50, day	798	2 18	8	5	60		78	
689	Grainer	21	M	S	California			3 00, day	723	1 98	8	5	60			65
690	Sign painter	25	M	S	California			4 00, day	808	2 21	8	5	60	104		
691	Foreman	31	M	M	California			4 00, day	1,176	3 22	8	5	60	6		6
<i>Builders and Mill Workers.</i>																
692	Bench carpenters	41	M	M	Prince Edward Isl'd.	23	2	19 50, week			9 h		45	2	20	
693	Superintendent	54	M	M	United States	23	15	27 00, week	1,242	3 40		5	60			
694	Carpenter	25	M	S	California			3 25, day			7	5	60			
695	Carpenter	22	M	M	California			3 00, day			7	5	45		6	9
696	Carpenter	54	M	S	United States			3 50, day			7	5	45	18	16	
697	Carpenter	30	M	S	Sweden	9	2	2 00, day			7:15	4:55	40	6		
698	Scroll sawyer	22	M	S	Sweden	3	3	2 50, day			7:15	4:55	40	14		
699	Wood carver	37	M	S	Germany	25	14	3 00, day	943	2 58	7:15	4:55	40	30	14	
700	Bench carpenter	26	M	S	Sweden	9	2	2 75, day			7:15	4:55	40			
701	Handy man	15	M	S	California			6 00, week			7:15	5	45	10	10	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged	Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
			Then.....	Now				Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
	<i>Painters.</i>													
671	Sign painter.....	15	good	good	6	rent	1	\$7 00	6 00			no	no	
672	Sign painter.....	15	good	good	5	rent						no	no	
673	Sign painter.....	13	good	good	2 m			\$4 50				no	no	
674	Sign painter.....	10	good	good	23	rent	1					no	no	
675	Sign painter.....	15	good	good	2							no	no	
676	House painter.....	10	good	good	20	rent	1				3	yes	yes	\$17 50 Dr. & Med.
677	House painter.....	9	good	good	27		14	35 00				yes	yes	
678	House painter.....	18	good	good	11		1	12 00				no	yes	
679	House painter.....	12	good	good	11	rent	4	14 00				no	yes	
680	House painter.....	13	good	good	13	rent	4	16 00			2	no	yes	
681	House painter.....	14	good	good	9		1	5 00	4 50			no	yes	
682	House painter.....	15	good	good	10		1	6 00				no	yes	
683	House painter.....	9	good	good	8		1	6 00	5 00		2	yes	yes	10 00
684	House painter.....	15	good	good	27	rent	5	12 00	\$8 00		6	yes	yes	8 00 Dr. & Med.
685	House painter.....	15	good	good	11	rent	4	15 00			2	no	yes	
686	House painter.....	15	good	good	15							no	no	
687	Sign painter.....	16	good	good	6							no	no	
688	Sign painter.....	17	good	good	7							no	no	
689	Grainer.....	14	good	good	8							yes	yes	10 00
690	Sign painter.....	18	good	good	8							no	no	
691	Foreman.....	17	good	good	15	rent					4	no	no	
	<i>Builders and Mill Workers.</i>													
692	Bench carpenter.....	16	good	good	23	rent	6	15 00			1	yes	no	7 50
693	Superintendent.....	16	good	good	9	own	7				3	yes	yes	10 00
694	Carpenter.....	6	good	good	8							no	no	
695	Carpenter.....	17	good	good	4	own					1	yes	no	10 00
696	Carpenter.....	16	fair	poor	37	rent	6	20 00			3	no	no	
697	Carpenter.....	22	good	fair	2		1	4 00	4 00			no	no	
698	Scroll sawyer.....	12	good	fair	3		1	4 00	4 00			no	no	
699	Wood carver.....	13	good	fair	22	own	4				7	yes	no	8 00
700	Bench carpenter.....	16	fair	good	7							yes	no	
701	Handy man.....	15	good	good	5 m				20 00			no	no	

Builders and Mill Workers.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation..	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns	
Builders & Mill Workers—Cont.														
702	Turner, wood.....	good	good	12	2	rent	5	\$18 00				yes	yes	\$6 00 Dr. & Med.
703	Stickler hand.....	good	fair	8	3	own	5				2	no	yes	10 00
704	Carpenter.....	good	good	8	4	own	5					yes	yes	7 50
705	Bench carpenter.....	good	good	11	18 m	own	3				3	yes	yes	
706	Bench carpenter.....	good	good	1	1	own	3	20 00	\$5 00			no	no	
707	Bench carpenter.....	good	good	9 m	2 m	rent	7	11 50				no	no	
708	Bench carpenter.....	good	fair	40	3 m	rent	4	12 00				no	no	
709	Door and sashmaker.....	good	poor	4	3 m		1	4 00	4 50		3	no	yes	5 00
710	Band sawyer.....	good	good	12	5		4	15 00				no	yes	8 00
711	House carpenter.....	good	good	32		rent	5	20 00			4	yes	yes	10 00
712	Machine hand.....	good	good	25		rent	5				1	yes	yes	8 00
713	Carpenter.....	good	fair	30	8						3	no	yes	10 00
714	Bench carpenter.....	good	better	6	6	own	5					yes	no	
715	Carpenter.....	good	good	26	3 m	rent	4					no	yes	10 00
716	Bench hand.....	good	good	6 m	12 m	own	6					yes	no	10 00
717	Machine hand.....	good	good	18 m	18 m							no	yes	
718	Wood carver.....	good	good	20	2	rent	3	12 50			2	no	no	
719	Wood carver.....	good	good	12	12	rent	3	13 00		\$6 00	1	no	yes	10 00
720	Wood carver.....	good	good	5	5	rent						no	no	
721	Wood carver.....	good	good				4					no	no	
722	Wood carver.....	good	good		1 w							no	yes	
723	Wood carver.....	good	good		4 m					8 00		no	yes	
724	Wood carver.....	good	good		3 d					7 00		no	yes	
725	Wood carver.....	good	good		7 m							yes	no	7 00
726	Wood carver.....	good	fair		8	rent	4	17 50			1	yes	no	10 00
727	Wood finisher.....	good	good		2 m		5			5 00		yes	no	10 00
728	Wood turner.....	good	good	18	3 w					5 00		yes	no	10 00
729	Wood molder.....	good	good		4	rent	8	60 00		5 00	3	yes	no	17 50
730	Wood molder.....	good	good		11						2	no	no	
731	Wood molder.....	good	good		5 w	rent	3	10 00				no	yes	
732	Wood turner.....	good	good			rent	4	10 00				no	no	
733	Wood turner.....	good	good									no	yes	
734	Wood turner.....	good	good									no	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California ..		Year	Daily Aver- age	From A. M. .	To P. M.		Sick	No Work	Other Cause.
<i>Builders & Mill Workers—Cont.</i>																
735	Wood turner.....	33	M	S	Germany.....	9		\$3 00, day	\$918	\$2 51	7:30	5	30	6	26	
736	Wood turner.....	34	M	S	Pennsylvania ..			2 50, day	685	1 87	7:30	5	30	8		
737	Planer	37	M	S	Sweden	11		2 50, day	745	2 04	7	5:30	30		30	
738	Planer	51	M	S	New York			2 50, day	690	1 89	7	5:30	30		30	
739	Sawyer	29	M	S	Sweden	5		1 75, day	472	1 29	7	5:30	30		36	
740	Sawyer	23	M	S	California			2 00, day	508	1 39	7	5:30	30		52	
741	Sawyer	30	M	S	Ireland	11		2 50, day	675	1 84	7	5:30	30		36	
742	Sawyer	40	M	S	Germany	22		3 00, day	918	2 51	7	5:30	30			
743	Assistant sawyer ..	26	M	S	California			2 00, day	612	1 67	7	5:30	30			
744	Box sawyer	28	M	S	California			3 00, day	876	2 40	7	5:30	30	14		
745	Box sawyer	29	M	S	California			2 50, day	765	2 09	7	5:30	30			
746	Box sawyer	41	M	S	Ireland			3 00, day	918	2 51	7:15	4:45	30			
747	Box sawyer	20	M	S	West Virginia ..			9 00, week	489	1 25	7:30	5	30			
748	Box sawyer	35	M	S	United States ..			2 00, day	560	1 53	7:30	5	30			26
749	Box sawyer	19	M	S	England	5		1 50, day	459	1 25	7	5:30	30			
750	Box sawyer	43	M	S	Sweden	21	18	20 00, week	980	2 68	7	5:30	30		12	
751	Cigar box sawyer ..	18	M	S	California			9 00, week	456	1 24	7	5:30	30	2		
752	Cigar box sawyer ..	25	M	M	Ireland	18	18	15 00, week	765	2 09	7	5:30	30			
753	Band sawyer	29	M	S	New York			12 00, week	612	1 67	7:30	5	30			
754	Hand sawyer	26	M	S	Norway	5	3	12 00, week	612	1 67	7:30	5	30			
755	Mill hand	22	M		California			9 00, week			7	5:30	30			
756	Mill hand	23	M	S	California			9 00, week	459	1 25	7	5:30	30			
757	Mill hand	21	M	M	California			9 00, week	459	1 25	7	5:30	30			
758	Mill hand	25	M	M	Germany	8		2 25, day			7	5:30	30			
759	Mill hand	31	M	M	Wisconsin			15 00, week			7	5:30	30	7		
760	Mill hand	18	M	M	New York			2 00, day	747	2 04	7	5:30	30			
761	Mill hand	39	M	M	Illinois			16 00, week			9 h		30		14	
762	Mill hand	57	M	M	Germany	6		2 75, day			9 h	5	30			
763	Mill hand	34	M	M	Ohio			2 00, day	576	1 57	7:30	5	30	18		
764	Bench hand	19	M	S	England	10	4	1 00, day			7:30	5	30		5	
765	Machine hand	27	M	M	California			2 00, day			7	5:30	30			
766	Machine hand	29	M	M	California			15 00, week	765	2 09	7	5:30	30			
767	Machine hand	26	M	S	United States ..			3 00, day	903	2 47	7	5:30	30			5

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...		Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Employer.....	Rent.....	Board.....			Board and Lodging..	Beneficial Associat'ns	Labor Organizat'ns.				
Builders & Mill Workers—Cont.																
735	Wood turner.....	16	good	good	9	own	4				\$6 00		yes	yes	\$7 50	
736	Wood turner.....	14	good	good	9						5 00		yes	yes	7 50	
737	Planer.....		good	good	10						4 50		no	no		
738	Planer.....				12						30 m		no	no		
739	Sawyer.....	13	good	good	18 m						4 50		no	no		
740	Sawyer.....	16	good	good	7 m								no	no		
741	Sawyer.....	13	good	good	4								no	no		
742	Sawyer.....	18	good	good	6								yes	no	10 00	
743	Assistant sawyer.....				7					\$5 00			yes	no		
744	Box sawyer.....				10								no	no		
745	Box sawyer.....	13			10								no	no		
746	Box sawyer.....				8	rent	5	\$18 00			5 00		yes	no	10 00	
747	Box sawyer.....	15			3								no	no		
748	Box sawyer.....				18 m								no	no		
749	Box sawyer.....	17			3								no	no		
750	Box sawyer.....	16	good	good	18		1	6 00		3 50			yes			
751	Cigar box sawyer.....	13	good	good	8								no	no		
752	Cigar box sawyer.....	15	good	good	10	rent	2	10 00				2	no	no		
753	Band sawyer.....	15	good	good	3						9 00		no	no		
754	Hand sawyer.....	19	good	good	4						5 00		no	no		
755	Hand sawyer.....	16	good	good	3						4 00		no	no		
756	Mill hand.....	15									4 50		no	no		
757	Mill hand.....	14			14 m						4 00		no	no		
758	Mill hand.....	16	good	good	2								no	no		
759	Mill hand.....	15	good	good	5	rent	4	18 00					no	no	7 50	
760	Mill hand.....	13	good	good	2	rent	3	14 00			5 00		yes	no		
761	Mill hand.....	16	good	good	2								no	no		
762	Mill hand.....	15	good	good	4	rent	4	15 00					no	yes		
763	Mill hand.....					rent							no	yes	8 00	
764	Bench hand.....	17	good	good		18 m	3	12 00				2	yes	yes		
765	Machine hand.....	14	good	good		2 m	5						yes	no		
766	Machine hand.....	12	good	good	2	4 m					3 00		no	no		
767	Machine hand.....	16	good	good		10				25 00		2	no	no	10 00	
767	Machine hand.....	12	good	fair		3		rent			4 00		yes	yes		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California ..		Year	Daily Aver- age	From A. M. . . .	To P. M.		Sick	No Work.	Other Cause.
Builders & Mill Workers—Cont.																
768	Machine hand	22	M	S	United States			\$15 00, week	\$765	\$2 09	7	5:30	30			
769	Machine hand	28	M	M	United States			2 00, day	1,224	3 35	7:30	5	30			
770	Machine hand	37	M	M	United States			4 00, day	814	2 23	7	5	30			
771	Machine hand	21	M	S	United States	6		2 75, day			7	5	30			10
772	Machine hand	22	M	M	Sweden			2 00, day								
773	Machine hand	46	M	S	New Brunswick			3 50, day	861	2 35	7	5:30	30	60		
774	Machine hand	25	M	S	New York			3 50, day	616	1 68	7	5:30	30	130		
775	Machine hand	28	M	S	United States			3 00, day	606	1 66	7:30	5	30	104		
776	Machine hand	41	M	S	Sweden			3 50, day	980	2 68	7	5	60	52		
777	Machine hand		M	S	Germany	4		3 00, day	918	2 51	7:30	5	30			
778	Machine hand		M	S	Germany	10		2 00, day	612	1 67	7:30	5	30			
779	Mill machinist	26	M	S	Scotland	8		3 00, day	918	2 51	7	5:30	30			
780	Machine hand	22	M	S	New York			2 25, day	688	1 56	7:30	5	30			
781	Mill machinist	26	M	S	Scotland	8		3 00, day	918	2 51	7	5:30	30			
782	Machine hand	32	M	M	Germany	23		3 00, day	918	2 51	7:30	5	30			
783	Machine hand	16	M	S	California			1 50, day	459	1 24	7	5:30	30	15		
784	Laborer	25	M	S	United States			2 00, day	612	1 67	7	5:30	30			
785	Laborer	27	M	S	United States			2 00, day	612	1 67	7	5:30	30			
786	Laborer		M	S	California			1 00, day			7:30	5	30			
787	Laborer	16	M	M	California			2 50, day			7	6	60			
788	Laborer	24	M	M	Germany	40		2 00, day	612	1 67	7	5:30	30			
789	Laborer	46	M	M	Sweden			2 00, day	532	1 45	7:30	5	30	40		
790	Laborer	38	M	M	Italy			2 00, day								
791	Laborer	30	M	S	Italy			2 00, day								
792	Laborer	35	M	M	Italy	7		2 00, day	612	1 67	7:30	5	30			
793	Laborer	23	M	S	Scotland	3		1 50, day	459	1 24	7:30	5	30			
794	Turner	28	M	M	California	3		3 50, day			7:15	4:55	40	4	21	
795	Handy man	15	M	S	California			1 00, day			7:15	5	45	10		
796	Carpenter	796	M	S	California			3 00, day	888	2 43	7	5	45	6	10	
797	Carpenter	22	M	M	United States	17		3 50, day	1,015	2 78	9 h	7	45	18	16	
798	Carpenter	54	M	S	United States			3 25, day								
799	Carpenter	25	M	S	California			3 50, day	945	2 58	8	5	60	36		
800	Stair-builder	23	M	S	England	10		3 50, day	1,171	2 93	8	5	60			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns.	
Builders & Mill Workers - Cont.														
768	Machine hand	17	good	good	18 m	own	5				4	yes	yes	
769	Machine hand	17	good	good	4 m	own					4	yes	yes	
770	Machine hand	15	good	good	2							no	no	
771	Machine hand	15	good	good	5							no	no	
772	Machine hand	15	good	good	4	rent	5	\$18 00		\$5 00	1	no	yes	\$7 00
773	Machine hand	16	good	good	2							no	no	
774	Machine hand	13	good	good	8					5 00		yes	yes	
775	Machine hand	15	good	good	3					6 00		no	no	
776	Machine hand	18	good	good	9					3 00	3	no	no	
777	Machine hand	15	good	good	4	own				3 00		no	yes	7 50
778	Machine hand	16	good	good	2					5 00		yes	yes	
779	Mill machinist	17	good	good	19 m					7 00		yes	yes	
780	Machine hand	17	good	good	2					5 00		no	no	
781	Mill machinist	17	good	good	19 m		4	16 00		7 00		yes	yes	7 50
782	Machine hand	15	good	good	15	1						yes	yes	
783	Machine hand				3							no	no	
784	Laborer	15	good	good					4 50			no	no	
785	Laborer	17	good	good	2							no	no	
786	Laborer				3							no	no	
787	Laborer				1 m							no	no	
788	Laborer	16							4 50			no	no	
789	Laborer	16	good	good			5				4	yes	no	
790	Laborer	16	good	good	5	rent	3	11 00			3	no	no	
791	Laborer				6 m							no	no	
792	Laborer				3	rent	3	10 00			3	no	no	
793	Laborer				3				\$3 00			no	no	
794	Turner	12	good	good	12	rent	5	18 00				yes	yes	6 00 Dr. & Med.
795	Handy man			good	5 m							yes	no	10 00
796	Carpenter	17		good	4							yes	no	10 00
797	Carpenter											yes	no	
798	Carpenter	16	good	good	8							no	no	
799	Stair-builder	18	good	good	3						1	yes	yes	17 00
800	Stair-builder	13	good	good	14 m	rent	2	12 00				no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
					U. S.	California.		Year.	Daily Aver- age	From A. M.	To P. M.		Sick	No Work.	Other Cause.	
<i>Builders & Mill Workers—Cont.</i>																
801	Stair-builder	23 M	S	California			\$3 00, day	\$918	\$2 51	8	5	60			78	
802	Stair-builder	54 M	M	New York			3 50, day	707	1 93	8	5	60			26	
803	Stair-builder, foreman	28 M	M	Nova Scotia	7		4 50, day	1,361	3 72	8	5	60			24	
804	Stair-builder	34 M	S	Germany	20	3	3 50, day	966	2 64	8	5	60			30	
<i>Door and Sash Workers.</i>																
805	Carpenter	24 M	M	United States			2 50, day	765	2 09	7	5:30	30				
806	Laborer	40 M	M				2 00, day			7	5:30	30				
807	Laborer	26 M	M	Sweden			2 00, day	612	1 67	7	5:30	30				
808	Laborer	26 M	M	United States			2 00, day	612	1 67	7	5:30	30				
809	Laborer	35 M	S	Sweden			2 00, day	612	1 67	7	5:30	30				
810	Laborer	23 M	S	United States			2 00, day	580	1 58	7	5:30	30			16	
811	Foreman	55 M	M	England			4 00, day	1,224	3 35	7	5:30	30				
812	Shipping clerk	20 M	S	United States	3	10	3 00, day	918	2 51	7	5	30				
813	Glazier	20 M	S	United States			2 50, day			7	5	30				
814	Cutter	32 M	M	United States			3 00, day			7	5	30				
815	Sticker	22 M	S	Wyoming			2 50, day			7	5:30	30				
816	Apprentice	17 M	S	United States			1 50, day			7	5:30	30				
817	Apprentice	18 M	S	United States			1 25, day			7:30	5	30				
818	Apprentice	18 M	S	United States			1 00, day			7:30	5	30				
819	Apprentice	17 M	S	United States			75, day			7:30	5	30				
820	Apprentice	16 M	S	United States			50, day			7:30	5	30				
821	Door-clamper	45 M	S	United States			1 75, day			7:30	5	30				
822	Sashmaker	33 M	S	Massachusetts			2 50, day			7:30	5	30				
823	Sashmaker	16 M	S	California			1 50, day			7:30	5	30				
824	Sashmaker	17 M	S	England	3	3	1 25, day			7:30	5	30			10	
825	Sashmaker	20 M	S	United States			1 75, day			7:30	5	30				
<i>Ship Carpenters, Riggers, Etc.</i>																
826	Ship carpenter	45 M	S	New Brunswick			5 00, day	765 00	2 09	7	5	60			6 m	
827	Ship carpenter	27 M	M	England	4	4	5 00, day	382 50	1 04	7	5	60			9 m	
828	Ship carpenter	54 M	M	Germany	12		5 00, day	382 50	1 04	7	5	60			9 m	
829	Ship carpenter	48 M	M	Austria	24	24	5 00, day	382 50	1 04	7	5	60			9 m	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC., ETC.—Continued.

No.	Occupation.	Health.		Years Engaged	Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now				Present Em- ployment.	Present Em- ployer	Rent.....		Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.
<i>Builders & Mill Workers—Cont.</i>													
801	Stair-builder.....	good	good	6	own	7			\$6 00	4	yes	\$10 00	
802	Stair-builder.....	good	good	5	rent	6				2	yes	15 00	
803	Stair-builder, foreman	good	good	6			\$21 50		5 00		yes		
804	Stair-builder.....	good	good	3							no		
<i>Sash and Door Workers.</i>													
805	Carpenter.....	good	good	3	rent	4	14 00			2			
806	Laborer.....	good	good		own					2			
807	Laborer.....	good	good	2	rent					2			
808	Laborer.....			1							yes	7 00	
809	Laborer.....			2									
810	Laborer.....	good	good					4 00					
811	Foreman.....	good	good	2	own	8				5	yes		
812	Shipping clerk.....	good	good	3									
813	Glazier.....	good	good	2½				5 00					
814	Cutter.....	good	good	4	rent	3	20 00				yes	7 50	
815	Sticker.....	good	good	3				7 00			yes	17 00	
816	Apprentice.....	good	good	2					4 00				
817	Apprentice.....	good	good	2					3 00				
818	Apprentice.....	good	good	1½									
819	Apprentice.....												
820	Apprentice.....												
821	Door-clamper.....			2				4 00 w					
822	Sashmaker.....	good	good	10				4 75 w					
823	Sashmaker.....	good	good	2									
824	Sashmaker.....	good	good					4 50					
825	Sashmaker.....	good	good	2				4 50					
<i>Ship Carpenters, Riggers, Etc.</i>													
826	Ship carpenter.....	good	good	14	rent	4	12 00				yes		
827	Ship carpenter.....	good	good	14	own						yes		
828	Ship carpenter.....	good	good		rent						yes		
829	Ship carpenter.....	good	good	8	rent	3	12 00			3	yes		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.		
						U. S.	California ..		Year	Daily Aver- age			From A. M. ...	To P. M.	Sick .....	No Work....	Other Cause.
Ship Carpenters, Etc.—Cont.															
830	Ship carpenter	41	M		Ontario	25	20	\$5 00, day				60			
831	Ship carpenter	60	M	S	Maryland			5 00, day				60			
832	Ship carpenter	52	M		New Brunswick	33	3	5 00, day				60		208	
833	Ship carpenter	60	M		England	46	22	5 00, day				60		306	
834	Rigger	62	M	M	Ireland	50	43	4 00, day	\$704	\$1 93		60	130		
835	Rigger	50	M	M	Germany	36	20	4 00, day	612	1 67		60		153	
836	Rigger	56	M	M	Massachusetts			45, hour				60		153	
837	Rigger	50	M	S	Ireland	35	28	4 00, day	496	1 35		60		182	
838	Rigger	32	M	M				4 00, day	496	1 35		60		182	
839	Rigger	40	M	S	Norway	21	21	45, hour				60		153	
840	Rigger	52	M	S	Ireland		41	45, hour				60	5	1	
841	Rigger	39	M	S	France	26	24	45, hour				60		6	
842	Rigger	54	M	M	England	34	32	45, hour				60		7	
843	Rigger	57	M	S								60		6	
844	Cal'ker	56	M	S	Massachusetts			5 00, day	765	2 09		60		153	
845	Cal'ker	63	M	S	England	60	42	5 00, day	765	2 09		60		153	
846	Cal'ker	54	M	S	Ireland	50	25	5 00, day	765	2 09		60		153	
847	Cal'ker	36	M	M	New York			5 00, day	765	2 09		60		153	
848	Cal'ker	35	M	S	Iowa			4 00, day	612	1 67		60			
849	Cal'ker	54	M	S	Louisiana			5 00, day	620	1 70		60		182	
850	Cal'ker	62	M	S	Ireland			5 00, day	765	2 09		60		153	
851	Cal'ker	92	M	S	California	41	22	5 00, day	765	2 09		60	18	153	
852	Laborer	74	M	S	New Jersey			3 00, day				60			
853	Cal'ker	57	M	S	Ireland	31	24	5 00, day	765	2 09		60		153	
854	Cal'ker	57	M	S	Massachusetts			5 00, day	765	2 09		60		153	
855	Cal'ker	52	M	M	Massachusetts			5 00, day	765	2 09		60		153	
856	Cal'ker	34	M	M	New York			5 00, day	765	2 09		60		153	
857	Cal'ker	59	M	S	New York			5 00, day	765	2 09		60		153	
858	Cal'ker	59	M	S	Massachusetts			5 00, day	635	1 71		60	26	153	
859	Cal'ker	43	M	S	Maine			5 00, day	765	2 09		60		153	
860	Cal'ker	54	M	S	Massachusetts			5 00, day	765	2 09		60		153	
861	Cal'ker	60	M	S	Maine			5 00, day	765	2 76		60	1	104	
862	Cal'ker	49	M	M	England	24	24	5 00, day	765	2 09		60		153	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
<i>Ship Carpenters, Etc.—Cont.</i>														
830	Ship carpenter	good	good	8	27	rent	3	\$14 00	—	—	1	yes	yes	
831	Ship carpenter	good	fair	40	—	—	—	—	—	—	—	—	yes	
832	Ship carpenter	good	good	38	—	rent	5	20 00	—	—	—	—	yes	
833	Ship carpenter	good	fair	8	45	rent	4	10 00	—	—	5	—	yes	
834	Rigger	good	good	19	18	rent	7	20 00	—	—	3	no	yes	
835	Rigger	good	good	20	—	own	—	—	—	—	7	yes	yes	
836	Rigger	good	good	25	—	rent	7	25 00	—	—	7	no	yes	
837	Rigger	good	good	20	—	—	—	\$5 00	—	—	—	no	yes	
838	Rigger	good	good	13	—	rent	3	12 00	—	—	2	no	yes	
839	Rigger	good	good	15	—	—	—	8 00	2 00	—	—	no	yes	
840	Rigger	good	good	30	—	rent	—	—	—	—	2	no	yes	
841	Rigger	good	good	4	—	—	—	—	—	\$5 00	5	yes	yes	\$7 00
842	Rigger	good	good	32	—	own	—	—	—	—	—	no	yes	
843	Rigger	good	fair	—	—	—	—	5 00	—	—	—	no	yes	
844	Calker	good	good	37	—	rent	8	—	—	20 m 5 w	1	—	yes	
845	Calker	good	good	45	—	—	—	—	—	15 m	4	—	yes	
846	Calker	good	good	38	—	rent	6	15 00	—	—	4	—	yes	
847	Calker	good	good	18	—	own	—	—	—	—	—	yes	yes	7 50
848	Calker (oakum spinner)	good	good	14	—	—	—	8 00	3 50	—	—	yes	yes	
849	Calker	good	good	38	—	—	—	6 00	36 m	—	1	—	yes	
850	Calker	good	good	46	—	—	—	6 00	5 w	—	—	yes	yes	10 00
851	Calker	good	good	4	—	—	—	12 00	3 50	—	—	no	yes	
852	Calker	good	good	30	—	—	—	5 00	10 50	—	—	no	no	
853	Calker	good	good	44	—	rent	4	12 00	—	—	3	no	yes	10 00 Dr. & Med.
854	Calker	good	good	35	—	rent	7	20 00	—	—	4	no	yes	7 00
855	Calker	good	good	37	—	rent	6	25 00	—	—	5	yes	yes	
856	Calker	good	good	15	—	—	—	—	—	—	—	no	yes	
857	Calker	good	good	42	—	—	—	12 00	4 50	—	—	no	yes	
858	Calker	good	fair	30	—	—	—	6 00	4 00	—	—	no	yes	
859	Calker	good	good	25	—	rent	4	14 00	—	—	1	no	yes	
860	Calker	good	good	40	—	—	—	6 00	4 00	—	—	—	yes	10 00
861	Calker	good	good	46	—	rent	5	20 00	—	—	1	yes	yes	7 50 Dr. & Med.
862	Calker	good	good	35	—	—	—	—	—	—	1	yes	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Aver- age	From A. M.	To P. M.		Sick	No Work.	Other Cause.
<i>Boat Builders.</i>																
863	Painter	57	M	S	Massachusetts		\$3 00, day	\$918	\$2 51				60			
864	Laborer	31	M	S	California		2 00, day	612	1 67		5		60			
865	Engineer	38	M	M	Delaware		2 50, day	735	2 01		5		60	12		
866	Boat builder	45	M	M	California		4 00, day				5		30			
867	Boat builder	19	M	M	California		2 00, day				5		30			
868	Boat builder	17	M	S	California		2 00, day	612	1 67		5		30			
869	Boat builder	30	M	S	New York		4 00, day	964	2 64		5		60	65		
870	Boat builder	20	M	S	Illinois		3 50, day	1,029	2 80		5		60	12		
871	Boat builder, apprentice	18	M	S	California		75, day	229	62		5		60			
872	Boat builder	23	M	S	Sweden	7	2 50, day	765	2 04		5		60			
873	Boat builder, apprentice	19	M	S	California		2 00, day	580	1 59		5		60	16		
874	Boat builder, apprentice	18	M	S	Missouri		1 00, day				5		60		30	
875	Boat builder, apprentice	18	M	S	California		2 00, day	612	1 67		5		60			
876	Boat builder	25	M	M	California		3 50, day				5		60			
877	Boat builder	22	M	M	England	18	4 00, day				5		60			
878	Boat builder	22	M	M	California		4 00, day				5		30			
<i>Bagmakers, Etc.</i>																
879	Bagmaker	18	F	S	California		7 00, week	320	87		6		30	6	26	
880	Bagmaker	20	F	F	California		8 00, week	365	1 00		6		30	6	26	
881	Bagmaker	19	F	F	Missouri		8 00, week	365	1 00		6		30	6	26	
882	Bagmaker	20	F	F	California		8 00, week	370	1 01		6		30	2	26	
883	Bagmaker	17	F	S	Pennsylvania		7 00, week	246	72		6		30	52		
884	Bagmaker	19	F	F	California		8 00, week	373	1 02		6		30	26		
885	Bagmaker	20	F	F	California		8 00, week	375	1 03		6		30	6	26	
886	Bagmaker	22	F	F	New York		7 00, week	246	72		6		30	52		
887	Bagmaker	17	F	F	Oregon		8 00, week	369	1 01		6		30	3	26	
888	Bagmaker	17	F	F	California		8 00, week	372	1 01		6		30	1	26	
889	Bagmaker	18	F	S	California		6 00, week	277	75		6		30	3	26	
890	Bagmaker	17	F	S	California		7 00, week	324	88		6		30	2	26	
891	Bagmaker	18	F	F	New York		8 00, week	373	1 02		6		30		26	
892	Bagmaker	16	F	F	Arizona		5 00, week	233	63		6		30		26	
893	Bagmaker	16	F	F	California		5 00, week	218	59		7		30	18	26	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
					U. S.	California ..		Year	Daily Aver- age			From A. M. ...	To P. M.	Sick	No Work .....	Other Cause.
<i>Bagmakers, Etc.—Continued.</i>															
894	Bagmaker	18	F	Pennsylvania			\$6 00, week	\$277	\$0	75	6	30	3	26	
895	Bagmaker	15	F	California			6 00, week	276	75	75	6	30	4	26	
896	Bagmaker	16	F	California			6 00, week	277	75	75	6	30	3	26	
897	Bagmaker	20	F	California			7 50, week	317	87	7	7	6	30	26	
898	Bagmaker	18	F	Wyoming			5 00, week	233	65	7	6	30	26	26	
899	Bagmaker	16	F	California			6 00, week	268	73	7	6	30	26	26	
900	Bagmaker	16	F	California			6 00, week	254	69	7	6	30	26	26	
901	Bagmaker	17	F	New York			6 00, week	278	76	7	6	30	2	26	
902	Bagmaker	17	F	New Jersey			6 00, week	277	75	7	6	30	3	26	
903	Bagmaker	19	F	California			7 00, week	319	87	7	6	30	6	26	
904	Bagmaker	17	F	California			7 00, week	235	64	7	6	30	78	26	
905	Bagmaker	17	F	California			7 00, week	235	64	7	6	30	78	26	
906	Bagmaker	18	F	California			9 00, week	450	123	6	30	30	26	26	
907	Bagmaker	15	F	California			5 00, week	108	30	7	6	30	156	26	
908	Bagmaker	17	F	California			8 00, week	370	101	7	6	30	2	26	
909	Bagmaker	18	F	Wyoming			5 50, week	251	68	7	6	30	6	26	
910	Bagmaker	17	F	California			4 50, week	210	57	7	6	30	26	26	
911	Bagmaker	15	F	Washington			4 50, week	210	57	7	6	30	26	26	
912	Bagmaker	17	F	California			5 00, week	231	63	7	6	30	2	26	
913	Bagmaker	22	F	California			7 50, week	350	95	7	6	30	26	26	
914	Bagmaker	20	F	New York			6 50, week	303	83	7	6	30	26	26	
915	Bagmaker	15	F	California			5 00, week	231	63	7	6	30	2	26	
916	Bagmaker	15	F	California			4 50, week	210	57	7	6	30	26	26	
917	Bagmaker	18	F	New York			3 60, week	168	46	7	6	30	26	26	
918	Bagmaker	16	F	California			3 60, week	168	46	7	6	30	26	26	
919	Bagmaker	21	M	California			17 00, week	515	141	7	6	30	130		
920	Bagmaker	26	M	Maryland			17 00, week	816	223	7	6	30	18		
921	Bagmaker	19	M	California			16 50, week	788	215	7	6	30	1	18	
922	Bagmaker	18	M	Nevada			16 00, week			7	6	30	6		
923	Bagmaker	16	M	England			5 00, week			7	6	30		6	
924	Bagmaker	25	M	California			9 00, week	459	125	7	6	30			
925	Bagmaker	15	F	Massachusetts			3 60, week			7	6	30	2	234	7
926	Sailmaker	43	M	Scotland			18 00, week	918	250	7	6	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
<i>Bagnmakers, Etc.—Continued.</i>															
884	Bagnmaker	13	good	good	5	5	A								
885	Bagnmaker	12	good	good	3	3	A								
886	Bagnmaker	14	good	good	2	2	A								
887	Bagnmaker	16	good	poor	4	4	A								
888	Bagnmaker	17	good	good	1	1	A								
889	Bagnmaker	15	good	good	1	1	A								
890	Bagnmaker	13	good	poor	3	3	A								
891	Bagnmaker	14	good	good	3	3	A								
892	Bagnmaker	13	good	good	4	4	A								
893	Bagnmaker	16	good	good	4	4	A								
894	Bagnmaker	12	good	poor	5	5	A								
895	Bagnmaker	12	good	poor	5	5	A								
896	Bagnmaker	14	good	good	4	4	A								
897	Bagnmaker	12	good	poor	3	3	A								
898	Bagnmaker	12	good	good	5	5	A								
899	Bagnmaker	17	good	good	1	1	A								
900	Bagnmaker	15	good	good	3	3	A								
901	Bagnmaker	13	good	good	2	2	A								
902	Bagnmaker	14	good	good	2	2	A								
903	Bagnmaker	15	good	good	7	7	A								
904	Bagnmaker	14	good	good	2	2	A								
905	Bagnmaker	13	good	good	2	2	A								
906	Bagnmaker	14	good	good	1	1	A								
907	Bagnmaker	14	good	good	1	1	A								
908	Bagnmaker	15	good	good	1	1	A								
909	Bagnmaker	15	good	good	3	3	A								
910	Bagnmaker	13	good	good	2	1	A								
911	Bagnmaker	13	good	good	2	1	A								
912	Bagnmaker	13	good	good	2	1	A								
913	Bagnmaker	15	good	good	7	7	A								
914	Bagnmaker	14	good	good	2	2	A								
915	Bagnmaker	13	good	good	2	2	A								
916	Bagnmaker	14	good	good	1	1	A								
917	Bagnmaker	14	good	good	1	1	A								
918	Bagnmaker	15	good	good	1	1	A								
919	Bagnmaker	9	good	good	5	5	A								
920	Bagnmaker	15	good	good	1	1				\$5 00			no	no	\$5 00
921	Bagnmaker	19	good	good	6 m	6 m				22 m			yes	no	
922	Bagnmaker	17	good	good	7 m	7 m							no	no	
923	Bagnmaker	12	good	good	3 m	3 m							no	no	
924	Bagnmaker	14	poor	average	10	9				4 50 w			yes	no	10 00
925	Bagnmaker	15	good	good	3 m	3 m	A								
926	Sailmaker	11	good	good	24	13	own					4	yes	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
<i>Bagmakers, Etc.—Continued.</i>																
927	Tentmaker.	58	M	M	England	27	25	\$15 00, wk	\$768	\$2 10	7	6	30			
928	Tentmaker.	70	M	M	New York			15 00, week	765	2 09	7	6	30			
929	Engraver.	23	M	M	England	3	1	15 00, week			7	6	30			
930	Machinist.	21	M	M	Indiana			21 00, week	918	2 51	7	6	30			
931	Machinist's helper.	25	M	M	California			2 25, day	675	1 84	7	6	30	6		
932	Machinist.	32	M	M	Maine.			3 25, day	943	2 47	7	6	30	2	26	
933	Printer (feeder).	17	M	M	California			7 00, week	205	56	7	6	30		130	
934	Printer.	30	M	M	California			3 25, day	994	2 72	7	6	30			
935	Errand boy.	16	M	M	Australia	15	15	4 00, week	560	1 53	7	6	30		26	
936	Laborer.	24	M	M	Norway	10	3	12 00, week		2 30	7	6	30			
937	Laborer.	56	M	M	England	22	22	16 50, week	841		7		30		20	
938	Laborer.	37	M	M	New York			13 00, week					30			
<i>Boxmakers, Etc.</i>																
939	Boxmaker, foreman.	41	M	M	England	20	15	25 00, week	1,275	3 49	7	5	30			
940	Boxmaker.	28	M	M	California			2 00, day			7	5:30	30	10		
941	Boxmaker.	54	M	M	Massachusetts			2 00, day	592	1 51	7	5:30	30	30		
942	Boxmaker.	39	M	M	Spain	10			612	1 67	7	5:30	30			
943	Boxmaker.	36	M	M	California			1 90, day	581	1 59	7	5:30	30			
944	Boxmaker.	32	M	M	Sweden			2 00, day	508	1 39	7	5:30	30		52	
945	Boxmaker.	29	M	M	Sweden			2 00, day	612	1 67	7	5:30	30			
946	Boxmaker.	36	M	M	California			2 00, day	588	1 61	7	5:30	30		12	
947	Boxmaker.	45	M	M	Germany	12		2 00, day	352	1 46	7	5:30	30	130		
948	Boxmaker.	46	M	M	New York			1 75, day	535	1 46	7	5:30	30			
949	Boxmaker.	29	M	M	Massachusetts			2 00, day	612	1 67	7	5:30	30			
950	Boxmaker.	44	M	M	United States.			2 50, day	760	2 08	7	5:30	30		2	
951	Boxmaker.	48	M	M	Massachusetts			2 50, day	615	1 68	7	5:30	30		60	
952	Boxmaker.	24	M	M	Germany	12		2 50, day	765	2 09	7	5:30	30			
953	Boxmaker.	36	M	M	Canada	15		2 50, day	765	2 09	7	5:30	30			
954	Boxmaker.	49	M	M	Germany	19		2 00, day	492	1 34			30		60	
955	Boxmaker.	22	M	M	California			2 00, day	492	1 18	7	5:30	30		90	
956	Boxmaker.	40	M	M	Germany	22		2 00, day	612	1 67	7	5:30	30			
957	Boxmaker.	40	M	M	Germany	20		2 00, day	612	1 67	7	5:30	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No	Occupation.	Age began Work...	Health.		Years Engaged		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns	
<i>Bagmakers, Etc.—Continued.</i>															
927	Tentmaker	12	good	good	40	16	rent	7	\$30 00		1	no	no		
928	Tentmaker	18	good	good	52	3	rent				1	no	no		
929	Engraver	15	good	good	8	7 m				\$25 m		no	no		
930	Machinist	10	good	good	43	6	rent	5	23 00		1	no	no		
931	Machinist's helper	15	good	good	4	4				5 00		no	no		
932	Machinist	20	good	good	10	1		1	\$5 00		2	yes	yes		\$7 50 Dr. & Med. 5 00
933	Printer (feeder)	15	good	good	1	1		1	4 00			no	no		
934	Printer	11	good	good	16	16	rent	3	12 00		6	yes	no		17 00 Dr. & Med.
935	Errand boy														
936	Laborer	15	good	good	10	6 m			8 00			no	no		
937	Laborer		good	good	44	13	own				4	no	no		
938	Laborer	10	good	good	7	7	own				2	no	no		
<i>Boxmakers, Etc.</i>															
939	Boxmaker, foreman	10	good	good	3	3	own	7		5 00	3	yes	no		8 00
940	Boxmaker	15	good	good		3				23 m		yes	no		10 00
941	Boxmaker	10	good	good		10						yes	no		
942	Boxmaker	13	good	good	1	1				5 00		yes	no		10 00
943	Boxmaker	16	good	good	10	3				7 50		yes	no		10 00
944	Boxmaker	15	good	good	3	3				4 50	3	no	no		
945	Boxmaker	15	good	good	4	4	rent	3	12 00		3	no	no		
946	Boxmaker	18	good	good	8	8	rent	4	13 00		3	yes	no		10 00
947	Boxmaker	15	good	good		8	rent	7	10 00		6	yes	no		8 00
948	Boxmaker	16	good	good	8	8						no	yes		
949	Boxmaker				1	16				5 00		no	no		
950	Boxmaker	16	good		13	13				5 00		no	no		
951	Boxmaker	14								5 00		no	no		
952	Boxmaker				2	2	rent	3			2	yes	no		10 00
953	Boxmaker	12	good	good		2½	own	9		6 00		no	no		
954	Boxmaker	17			10	10				5 00		no	no		
955	Boxmaker	1			11	11	rent	4	12 00			no	no		
956	Boxmaker	11				3						no	no		
957	Boxmaker	14										yes	no		12 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California ..		Year	Daily Aver- age	From A. M. .	To P. M.		Sick	No Work	Other Cause.
<i>Boxmakers, Etc.—Continued.</i>																
958	Boxmaker	53	M	S	New York			\$2 00, day	\$552	\$1 51	7	5:30	30	21	30	
959	Boxmaker	34	M	S	California			2 00, day	570	1 56	7	5:30	30			
960	Boxmaker	20	M	S	England			2 00, day	612	1 67	7	5:30	30			
961	Boxmaker	18	M	S	California			1 00, day	306	83	7	5:30	30		90	
962	Boxmaker	39	M	S	Maine			2 00, day	432	1 18	7	5:30	30			
963	Boxmaker	43	M	S	New Jersey			2 00, day	612	1 67	7	5:30	30			
964	Boxmaker	26	M	M	California			2 50, day	612	1 67	7	5:30	30			
965	Boxmaker	35	M	M	Austria	10		2 00, day	600	1 64	7	5:30	30		6	
966	Boxmaker	37	M	M	Austria			2 00, day	292	80	7	5:30	30		160	
967	Boxmaker	37	M	S	Ireland	11		2 00, day	508	1 39	7	5:30	30		52	
968	Boxmaker	32	M	M	Ireland	18		2 00, day			7	5:30	30			
969	Boxmaker	38	M	M	New York			2 00, day	612	1 67	7	5:30	30			
970	Boxmaker	28	M	M	Colorado			2 00, day	612	1 67	7	5:30	30			
971	Boxmaker	26	M	M	Sweden	8		1 50, day	342	93	7	5:30	30		78	
972	Boxmaker	29	M	M	Georgia			2 00, day	528	1 44	7	5:30	30	42		
973	Boxmaker	28	M	S	Germany	5		2 00, day	540	1 48	7	5:30	30		36	
974	Boxmaker	35	M	S	Norway	8		2 00, day	560	1 53	7	5:30	30		26	
975	Boxmaker	43	M	M	Sweden	10		2 00, day	508	1 39	7	5:30	30		52	
976	Boxmaker	36	M	S	Maine			2 00, day	528	1 44	7	5:30	30		42	
977	Boxmaker	29	M	M	Massachusetts			1 75, day	437	1 19	7	5:30	30	30	26	
978	Boxmaker	19	M	S	Nevada			1 25, day			7	5:30	30			
979	Boxmaker	62	M	M	Ireland			1 25, day			7	5:30	30			
980	Helper	24	M	S	Illinois			1 75, day	535	1 46	7	5:30	30			
981	Helper	16	M					87, day			7	5:30	30			
982	Teamster	29	M	M	New York			2 25, day	677	1 85	7	5:30	30	5		
983	Teamster	26	M	M	Norway	4		2 00, day	612	1 67	7	5:30	30			
984	Teamster	37	M	M	Massachusetts			2 00, day	612	1 67	7	5:30	30			
985	Teamster	23	M	S	Maine			2 00, day	612	1 67	7	5:30	30			
986	Teamster	26	M	S	Nevada			2 00, day	560	1 53	7	5:30	30		26	
987	Filer	28	M	S	California			2 50, day	740	2 02	9 h	5:30	30		60	
988	Engineer	63	M	M	Massachusetts			2 50, day	765	2 09	7	5:30	30			
989	Painter	18	M	S	Louisiana			1 50, day			7	5:30	30	30	52	
990	Boxmaker	30	M	S	United States			2 00, day			9 h	5:30	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, Etc.—Continued.

No.	Occupation.	Health.		Age began Work...	Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
		Then.....	Now		Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Boxmakers, Etc.—Continued.															
958	Boxmaker	16	good	good		4	rent	6	\$30 00	\$4 50		2	yes	no	\$10 00
959	Boxmaker	16	good	good		7						2	yes	no	
960	Boxmaker	10	good	good		4								no	
961	Boxmaker					1								no	
962	Boxmaker	16	good	good		2	rent	8	35 00		\$5 00	2	no	no	
963	Boxmaker													no	
964	Boxmaker					4	rent	4				4	yes	no	10 00
965	Boxmaker					3	rent	2				3	yes	no	12 00
966	Boxmaker					2							no	no	
967	Boxmaker	15	good	good		1	own	6						no	
968	Boxmaker	17	good										yes	no	10 00
969	Boxmaker	15	good			4	own	3	13 00		3 00	3	yes	no	10 00
970	Boxmaker	17	good			1	rent	3	14 00		3 00	2	yes	no	7 50
971	Boxmaker	14	good			3	own				5 00	3	no	no	8 00
972	Boxmaker	15	good	good		4							yes	no	
973	Boxmaker	15	good	good		3					4 50		no	no	
974	Boxmaker	15	good			2					5 00		no	no	
975	Boxmaker	14	good	good		4	rent	5	18 00		5 00		no	no	8 00
976	Boxmaker	13	good			2							yes	no	8 00
977	Boxmaker	16	good	good		3	rent	3	15 00			4	yes	no	
978	Boxmaker												no	no	
979	Boxmaker					11	rent	4				3	no	no	
980	Helper	14	good			4							no	no	
981	Helper	13	good	good							6 00		no	no	
982	Teamster	10	good	good		9	rent	5	16 25			4	yes	no	10 00
983	Teamster	14	good			2	rent		12 00				no	no	
984	Teamster	16	good			5	own	6				3	yes	no	10 00
985	Teamster	16	good			3					4 50		no	no	
986	Teamster	17	good			4	rent	5	18 00			2	yes	no	8 00
987	Filer	15	good			3					10 00w		yes	no	10 00
988	Engineer					4	rent					2	yes	no	10 00
989	Painter	16	good	good							5 00		no	no	
990	Boxmaker	15	good	good		3				4 50			no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California ..		Year	Daily Aver- age	From A. M...	To P. M.		Sick	No Work....	Other Cause.
991	Bormakers, Etc.—Continued.														
992	Boxmaker	29	M	United States	22		\$2 00, day			9 h		30		90	
993	Boxmaker	30	M	Ireland	8		2 50, day			9½ h		30	60		
	Boxmaker	43	M	England			2 50, day			9½ h		60	14		
994	Basket maker	15	M	California			3 50, week			7	5:30	30			
995	Basket maker		F	Ohio			6 00, week			7	5:30	30			
996	Basket maker	14	M	California			4 20, week			7	5:30	30			
997	Basket maker	14	M	California			4 80, week			7	5:30	30			
998	Basket maker	21	M	California			6 00, week	\$1 99	\$0 54	7	5:30	30	3	104	
999	Basket maker	19	M	Missouri			7 50, week	377	1 03	7	5:30	30		4	
1000	Basket maker	27	M	California			18 00, week	684	1 87	7	5:30	30		78	
1001	Basket maker	35	M	Sweden	11	7	2 00, day	472	1 30	7	5:30	30		70	
1002	Basket maker	18	M	Norway	2	2	1 00, day			7	5:30	30			
1003	Basket maker	27	M	Sweden	5	2	15 00, week	635	1 74	7	5:30	30	52		
1004	Basket maker	17	M	California	7		7 00, week	354	97	7	5:30	30	2		
1005	Basket maker	19	M	Sweden	1	1	2 00, day	508	1 39	7	5:30	30		52	
1006	Basket maker	18	M	Germany	2	2	2 00, day			7	5:30	30		78	
1007	Basket maker	20	M	Sweden	2	1	2 00, day			7	5:30	30		10	
1008	Basket maker	23	M	Sweden	7	4	14 00, week	630	1 71	7	5:30	30	36		
1009	Basket maker	23	M	Sweden	4	4	2 00, day	508	1 39	7	5:30	30		52	52
1010	Basket maker	29	M	New York			2 00, day			7	5:30	30	3		
1011	Basket maker	31	M	England	27	12	2 50, day			7	5:30	30		52	
1012	Basket maker	17	M	California			6 00, week			7	5:30	30			
1013	Basket maker		M	Oregon			3 00, day	918	2 51	7	5:30	30			
1014	Basket maker	28	M	Massachusetts			1 00, day			7	5:30	30		104	
1015	Basket maker	16	M	California			1 00, day			7	5:30	30		104	
1016	Basket maker	17	M	California			5 00, week			7	5:30	30	208		
1017	Basket maker	16	M	California			7 00, week			7	5:30	30		104	
1018	Basket maker	18	M	Denmark	2	2	2 00, day			7	5:30	30			
1019	Basket maker	23	M	Sweden	12	5	4 00, day	1 224	3 35	7	5:30	30			
1020	Basket maker	22	M	Sweden	5	2	10 50, week	535	1 46	7	5:30	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now.....	Present Em- ployment.	Present Em- ployer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
<i>Broommakers, Etc.—Continued.</i>														
991	Broommaker	16	good	good	4	rent	4	\$7 00			4	no	no	\$7 00
992	Broommaker	13	good	good	2	own	7					no	no	
993	Broommaker	18	good	good	22							yes	no	
<i>Basket Makers.</i>														
994	Basket maker	13	good	good	2 w	A								10 00
995	Basket maker	14	good	good	2 m	A								
996	Basket maker	11	good	good	4 w	A								
997	Basket maker	11	good	good	4 m	A								
998	Basket maker	15	good	good	6	A								
999	Basket maker	16	good	good	1	A								
1000	Basket maker	14	good	good	13	rent	4	15 00			2	yes	no	
1001	Basket maker	15	good	good	2				\$5 00			no	no	
1002	Basket maker	16	good	good	3 m		1	4 00	\$3 00			no	no	
1003	Basket maker	15	good	good	2	rent	5	23 00			1	no	no	
1004	Basket maker	15	good	good	2	A						no	no	7 00
1005	Basket maker	13	good	good	1					5 00		no	no	
1006	Basket maker	16	good	good	3 m					4 00		no	no	
1007	Basket maker	18	good	good	3 m		1	5 00	4 w			no	no	
1008	Basket maker	10	good	good	6	rent	3	10 00			2	no	no	
1009	Basket maker	12	good	good	3					5 w		no	no	
1010	Basket maker	22	good	good	3 m		1	5 00	4 00			yes	no	
1011	Basket maker	14	good	good	11	rent	4	15 00			5	no	no	
1012	Basket maker	15	good	good	6 w	A						no	no	
1013	Basket maker	16	good	good	14					24 m		no	no	
1014	Basket maker	11	good	good	4 m	A								no
1015	Basket maker	14	good	poor	3 m	A								
1016	Basket maker	16	good	good	3 w	A								
1017	Basket maker	14	good	good	3 m	A								
1018	Basket maker	23	good	good	6 w		1			5 w		no	no	
1019	Basket maker	16	good	good	9	rent		16 00			3	no	no	
1020	Basket maker	17	good	good	6 m					20 m		no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nationality.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.				
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.		
Coopers.																		
1021	Cooper	25	M	S	Sweden	7	7	\$2 25, day	\$630	\$1 72	7:30	5:30				26		
1022	Cooper	30	M	S	Sweden	10	10	2 25, day	630	1 72	7	5:30				26		
1023	Cooper	33	M	S	Sweden	15	15				7	5:30						
1024	Cooper	25	M	M	New York	16	7	2 50, day	630	1 72	7	5:30						
1025	Cooper	59	M	M	Bavaria	16	7	2 00, day	508	1 36	7	5:30				52		
1026	Cooper	16	M	S	Ireland	3	3	3 50, day			7:30	5:30				78		
1027	Cooper	30	M	M	New York			14 00, week	700	1 91	7	5:30				6		
1028	Cooper	1027	30	M	Norway	10	10	15 00, week			7	5:30						
1029	Cooper	1028	32	M	Finland	6	6	15 00, week	700	1 91						26		
1030	Cooper	1029	27	M	Denmark	5	3	2 25, day	513	1 40	7	5:30				78		
1031	Cooper	1030	50	M	Denmark	20	15	2 50, day			7	5:30				104		
1032	Cooper	1031	15	M	California			3 00, week			7	5:30						
1033	Cooper	1032	30	M	Sweden	15	5	2 50, day	310	87	7	5:30				182		
1034	Cooper	1033	32	M	Denmark	6	4	2 50, day			7	5:30				42		
1035	Cooper	1034	37	M	Sweden	8	8	3 00, day			7	5:30						
1036	Cooper	1035	18	M	California						7	5:30						
1037	Cooper	1036	19	M				1 50, day			7	5:30				150		
1038	Cooper	1037	50	M	Azores Islands	30	30	2 50, day	390	1 06	7	6						
1039	Cooper	1038	16	M			8	3 00, week			7	5						
1040	Cooper	1039	36	M	New York		16	2 50, day			7	5				90		
1041	Cooper	1040	20	M	California			2 00, day			7	5:30				9		
1042	Cooper	1041	63	M	West Indies	41	23	18 00, week			7	6				14		
Furniture Workers.																		
1043	Upholsterer	23	M	S	France	8		3 00, day			7	6						
1044	Cabinetmaker	36	M	M	Germany	3m		9 00, week										
1045	Cabinetmaker	45	M	M	United States			15 00, week	660	1 80	7:30	5				42		
1046	Cabinetmaker	45	M	M	Ireland	35	25	15 00, week			7:30	5				78		
1047	Cabinetmaker	65	M	M	Germany	20	11	7 00, week										
1048	Upholsterer	34	M	M	United States			15 00, week			7	6				30		
1049	Upholsterer	33	M	M	United States			3 00, day	918	2 51	7:30	5:30				30		
1050	Shaper	32	M	M	New York			21 00, week			7:30	5				30		
1051	Shaper	30	M	S	Norway	15	7	3 75, day	1,147	3 14	7:30	5				30		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Employer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizati'ns.	
Coopers.														
1021	Cooper	good	good	3	3	rent	1	\$6 00	\$5 00			no	yes	\$10 00
1022	Cooper	good	good	8	6	rent	1	6 00			2	yes	no	9 00, Dr.
1023	Cooper	good	good	24	15	rent	3	12 00			6	yes	yes	7 00
1024	Cooper	good	bad	8	18 m	rent	3	5 00				no	yes	
1025	Cooper	good	good	43	6 m	A						no	yes	
1026	Cooper	good	good	6 m	1	own						no	yes	
1027	Cooper	good	good	16	1	own	3	12 00			1	no	yes	
1028	Cooper	good	good	17	2 w	rent	4	12 00			4	no	yes	
1029	Cooper	good	fair	6	2	rent	3	12 00			3	yes	yes	19 00
1030	Cooper	good	bad	11	14 m	rent	1	5 00	5 00		2	yes	yes	10 00
1031	Cooper	good	fair	18	2 w	A		5 00	5 00			no	yes	
1032	Cooper	good	good	1 m	1 m	A								
1033	Cooper	good	good	10	1	rent	1	7 00	3 00			no	yes	350 00, death.
1034	Cooper	good	good	18	7 m	rent	4	10 00	4 50			yes	yes	10 00, Dr.
1035	Cooper	good	good	8	16 m	A	1	5 50				yes	yes	
1036	Cooper	good	good		30 m	A								
1037	Cooper	good	good	20	2 w	A								
1038	Cooper	good	good	3	3	rent	1	3 00				no	no	
1039	Cooper	good	good	1 m	1 m	rent	5	15 00	3 00		5	no	no	
1040	Cooper	good	good	6 m	6 m	rent								
1041	Cooper	good	good	45	4 m	rent	3	9 00				yes	no	8 00
1042	Cooper	good	good											
Furniture Workers.														
1043	Upholsterer	good	good		6					\$4 00		no	yes	
1044	Cabinetmaker	good	good	3	3	own						no	no	
1045	Cabinetmaker	good	good	4	4	own	5				1	yes	yes	10 00
1046	Cabinetmaker	good	good	30	7	own	7	27 50			9	yes	yes	
1047	Cabinetmaker	good	good	9	9	own					3	no	yes	
1048	Upholsterer	fair	fair	2	2	rent					3	yes	yes	
1049	Upholsterer	good	good	21	2	rent	4	15 00			6	yes	yes	10 00
1050	Shaper	good	good	2	2	rent	6	25 00			3	yes	yes	10 00
1051	Shaper	good	good	10	2					8 00		no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.	
Furniture Workers—Continued.																	
1052	Upholsterer	17	M	M	California.			\$4 50, week	\$220	\$0 60	7:30	5	30			12	
1053	Upholsterer	29	M	M	United States.			3 00, day	882	2 41	7:30	5	30			12	
1054	Upholsterer	28	M	M	California.			3 00, day	846	2 31	7:30	5	30		24	7	
1055	Upholsterer	27	M	M	California.			3 50, day			7:30	5	30				
1056	Upholsterer	27	M	M	California.			12 50, week	637	1 74	7:30	5:30	30				
1057	Upholsterer	32	M	M	Cuba.	23	14	18 00, week	918	2 51	7:30	5:30	30				
1058	Upholsterer	20	M	M	California.			6 00, week	254	69	7:30	5:30	30		52		
1059	Upholsterer	18	M	M	California.			6 00, week	282	77	7:30	5:30	30		18		
1060	Upholsterer	29	M	M	California.			21 00, week	1 060	2 90	7:30	5:30	30		3		
1061	Upholsterer	40	M	M	England.			10 00, week	510	1 39	7:30	5:30	30				
1062	Upholsterer	19	M	M	California.			9 00, week	459	1 25	7:30	5:30	30				
1063	Upholsterer	25	M	M	California.			12 50, week	637	1 74	7:30	5:30	30				
1064	Upholsterer	28	M	M	New York.			2 00, day	612	1 67	7:30	5:30	30				
1065	Upholsterer	26	M	M	Germany.	12	12	2 00, day	584	1 60	7:30	5:30	30		14		
1066	Upholsterer	29	M	M	California.			2 00, day	508	1 30	7:30	5:30	30			52	
1067	Upholsterer	29	M	M	Prince Edward Isl'd.	27	23	11 00, week			7:30	5:30	30			52	
1068	Upholsterer	50	M	M	New Brunswick.	18	18	11 00, week			7:30	5:30	30				
1069	Upholsterer	23	M	M	California.			14 00, week	591	1 62	7:30	5:30	30			52	
1070	Upholsterer	22	M	M	Massachusetts.			12 00, week	508	1 39	7:30	5:30	30		52		
1071	Upholsterer	29	M	M	Scotland.	27	27	14 00, week	644	1 73	7:30	5:30	30		12	18	
1072	Upholsterer	22	M	M	California.			12 00, week	484	1 32	7:30	5:30	30		52	12	
1073	Upholsterer	20	M	M	California.			3 00, day	294	81	7:30	5:30	30		78	52	
1074	Upholsterer	21	M	M	Ireland.	7	5	7 00, week			7:30	5:30	30		104	18	
1075	Upholsterer	24	M	M	California.			10 00, week	293	81	7:30	5:30	30		26	52	
1076	Upholsterer	18	M	M	California.			6 00, week	297	82	7:30	5:30	30		9		
1077	Upholsterer	18	M	M	California.			4 00, week	202	55	7:30	5:30	30		2		
1078	Upholsterer	24	M	M	California.			10 00, week	490	1 34	7:30	5:30	30			12	
1079	Upholsterer	19	F	F	California.			7 00, week	357	92	7:30	5:30	30				
1080	Upholsterer	21	F	F	California.			7 00, week	254	69	7:30	5:30	30		52	36	
1081	Upholsterer	24	M	M	United States.			3 00, day			7	6	60				
1082	Upholsterer	23	M	M	United States.			2 50, day			7	6	60		24		
1083	Upholsterer	26	M	M	United States.			2 75, day			7	6	60		5	16	
1084	Upholsterer	24	M	M	United States.			3 00, day			7	6	60				

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns	
<i>Furniture Workers—Continued.</i>															
1052	Upholsterer	15	good	good	15	2	rent	4	\$18 00	\$5 00		3	yes	yes	\$10 00
1053	Upholsterer	14	good	good	10	7							yes	yes	17 50, Dr. & Med.
1054	Upholsterer	13	good	good	10	10				\$7 50			yes	no	17 00
1055	Upholsterer	18	good	good	10	5							yes	no	
1056	Upholsterer	16	good	good	14	8	rent	4	15 00			2	yes	yes	10 00
1057	Upholsterer	17	good	good	14	10							no	no	
1058	Upholsterer	16	good	good	10	10							no	no	
1059	Upholsterer	16	good	good	18 m	18 m							no	no	
1060	Upholsterer	21	good	good	12	3					20 m		yes	yes	10 00
1061	Upholsterer	21	good	good	12	5	rent	2	16 00		30 m	1	yes	yes	10 00
1062	Upholsterer	14	good	good	4	4					6 00	1	yes	yes	7 00
1063	Upholsterer	17	good	good	6	5							yes	yes	
1064	Upholsterer	14	good	good	13	13					7 00		yes	yes	12 00
1065	Upholsterer	14	good	fair	6	2	rent		15 00			4	yes	yes	
1066	Upholsterer	12	good	good	12	2							yes	yes	
1067	Upholsterer	15	good	good	14	2							yes	yes	
1068	Upholsterer	15	good	good			rent	4	12 00		7 00	7	yes	yes	7 50, Dr. & Med.
1069	Upholsterer	15	good	good	8	7							yes	yes	10 00
1070	Upholsterer	12	good	good	6	6							yes	yes	
1071	Upholsterer	18	good	good	11	11	rent	6	18 00			2	yes	yes	
1072	Upholsterer	17	good	fair	6	6							yes	yes	
1073	Upholsterer	15	good	good									yes	yes	
1074	Upholsterer	14	good	good	5	5							yes	yes	7 50, Dr. & Med.
1075	Upholsterer	15	good	good	8	8							yes	yes	
1076	Upholsterer	14	good	fair	18 m	8 m					7 00		yes	yes	
1077	Upholsterer	17	good	good	1	1					3 00		no	no	
1078	Upholsterer	20	good	good	4	4							no	no	
1079	Upholsterer	15	good	good	5	5					5 00		no	no	
1080	Upholsterer	12	good	good	3	3							no	no	
1081	Upholsterer	16	good	good									yes	yes	
1082	Upholsterer	18	good	good							5 00		no	no	10 00
1083	Upholsterer	18	good	good	1	2					4 50		yes	no	
1084	Upholsterer	16	good	good		5							yes	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.				
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.		
Furniture Workers—Continued.																		
1085	Upholsterer	25	M	S	United States.			\$2 50, day			7	6	60					
1086	Upholsterer	26	M	S	United States.			3 00, day			7	6	60			11		
1087	Upholsterer	22	M	S	United States.			2 75, day			7	6	60			12		
1088	Upholsterer	23	M	S	United States.			2 50, day			7	6	60					
1089	Upholsterer	27	M	M	United States.			2 00, day			7	6	60					
1090	Upholsterer	26	M	M	United States.			1 75, day			7	6	60			12	14	
1091	Upholsterer	34	M	M	New York			19 00, week	\$9 69	\$2 65	7:30	5:30	30					
1092	Upholsterer	29	M	S	England	6	3	9 00, week			7:30	5:30	30					78
1093	Upholsterer	35	M	S	United States.			3 00, day			7	6	60					
1094	Chairmaker	24	M	S	Michigan			1 50, day			10 h		30			78		
1095	Chairmaker	53	M	S	Massachusetts			3 00, day	918	2 51	10 h		30					
1096	Chairmaker	30	M	S	Canada	9		2 50, day	712	1 95	10 h		30			21		
1097	Chairmaker	24	M	S	Indiana			2 00, day			10 h		30					
1098	Chairwinder	18	M	S	California			1 50, day			10 h		30					
1099	Chairwinder	29	M	S	Pennsylvania			1 50, day			10 h		30					
1100	Chairmaker	37	M	S	Wisconsin			15 00, week	755	2 06	10 h		30			4		
1101	Chairsater	21	F	S	California			1 25, day			9 h		30					
1102	Reed worker	21	F	S	California			1 00, day	306	83	9 h		30					
1103	Reed worker	16	F	S	California			9 00, week			10 h		30					
1104	Reed worker	20	M	S	Switzerland	2		2 00, day			10 h		30					
1105	Reed worker	18	M	S	California			75, day			10 h		30			130		
1106	Reed worker	13	M	S	California			50, day										
1107	Reed worker	26	M	S	Utah			2 00, day			10 h		30			70		
1108	Reed worker	38	M	S	England			2 00, day	612	1 67	10 h		30					
1109	Reed worker	60	M	M	New York			2 40, day			10 h		30					
1110	Rattan framer	26	M	S	New York			2 00, day	512	1 40	10 h		30					
1111	Finisher	30	M	S	Vermont			2 00, day	612	1 67	10 h		30					
1112	Finisher	21	M	M	Massachusetts			2 00, day	598	1 63	10 h		30			7		
1113	Finisher	21	M	S	New York			2 00, day	535	1 46	10 h		30					
1114	Finisher	43	M	M	New York	32		1 75, day	765	2 09	10 h		30					
1115	Woodworker	43	M	M	Germany			15 00, week			10 h		30					
1116	Packer	25	M	M	Iowa			2 00, day			10 h		30					
1117	Floor boy	41	M	M	Ireland	25		3 00, day	918	2 51	10 h		30					
1118		20	M	S	California			9 00, week			10 h		30					

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.	Years Engaged.	Own or Rent Home	Number of Rooms.	Amount Paid for	Others Supported...	Member of	Weekly Benefita.
			Then.....	Present Em- ployment.			Rent..... Board..... Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.
<i>Furniture Workers—Continued.</i>										
1085	Upholsterer	15	good	6	rent	5		3	no	\$10 00
1086	Upholsterer	18	good	8	own	5		4	no	
1087	Upholsterer	12	good	6	rent	7		5	yes	
1088	Upholsterer	17	good	9	own	5		3	no	
1089	Upholsterer	14	good	2	own	5		4	yes	
1090	Upholsterer	16	good	8	rent	7	\$40 00	5	no	
1091	Upholsterer	14	good	17	rent	1	4 00		yes	15 00, Dr. & Med.
1092	Upholsterer	12	good	3					yes	7 00, Dr. & Med.
1093	Upholsterer	13	good	3					yes	
1094	Chairmaker	14	good	5 m	own		\$5 00	1	no	
1095	Chairmaker	15	good	14			4 50	1	yes	
1096	Chairmaker	16	good	9			5 00		no	10 00
1097	Chairmaker	15	good	7 m			4 50		no	
1098	Chairwinder								no	
1099	Chairwinder								no	
1100	Chairmaker	18	good	18 m	rent	6	30 00	3	no	
1101	Chairseater	15	good				3 00		no	
1102	Reed worker		poor						no	
1103	Reed worker		good						no	
1104	Reed worker	16	good	6 m			5 00		no	
1105	Reed worker	17	good	2 w			4 50		no	
1106	Reed worker		good	6 m					no	
1107	Reed worker	16	good	3 w					no	
1108	Reed worker	15	good	8	rent	12	60 00	1	no	
1109	Reed worker	11	good	3	rent	4	12 00		yes	
1110	Rattan framer	12	good	10	own		5 00	3	no	10 00
1111	Finisher	14	good	14	own	4		2	yes	
1112	Finisher	16	good	3	rent	4	10 00		no	
1113	Finisher	16	good	2	own	7	6 00	7	no	
1114	Finisher	13	good	8	rent	3		3	no	
1115	Woodworker		good		rent	5	18 00	3	yes	7 00
1116	Packer	14	good	18					no	
1117	Floor boy	16	good	8 m			4 00		no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued).

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
						U. S.	California ..		Year	Daily Aver- age			Sick	No Work	Other Cause.	
Furniture Workers—Continued.																
1118	Upholsterer	32	M	M	United States	20	12	\$2 00, day	\$560	\$1 53	7	6	60		20	
1119	Cabinetmaker	32	M	M	Germany	20	17	2 00, day	912	2 50	7:30	5:30	30		26	
1120	Cabinetmaker	44	M	M	Norway	20		3 00, day	582	1 60	7:30	5:30	30	15		
1121	Cabinetmaker	16	M	M	United States			3 50, day	1 071	2 93	7	5	30			
1122	Cabinetmaker	50	M	M	United States			2 50, day	765	2 09	7	5	30			
1123	Cabinetmaker	48	M	M	United States			2 50, day	765	2 09	7	5	30			
1124	Cabinetmaker	26	M	M	Sweden			2 50, day	765	2 09	7	5	30		78	
1125	Cabinetmaker	23	M	M	Sweden			2 25, day	513	1 40	7	5	30		42	
1126	Cabinetmaker	29	M	M	Canada	5	4	2 50, day			7	5	30		78	
1127	Cabinetmaker	27	M	M	Maine			2 25, day			7	5	30	11	78	
1128	Cabinetmaker	62	M	M	Switzerland	35		2 00, day	889	2 43	7		30			
1129	Cabinetmaker	37	M	M	Servia	2	2	3 50, day						52		
1130	Cabinetmaker	30	M	M	Germany	3		2 75, day	763	2 09	7:30	5	30	24		1
1131	Finisher	24	M	M	California			15 00, week	765	2 09	7:30	5	30			
1132	Cabinetmaker	23	M	M	Germany	2 m		15 00, week			7:30	5	30			
1133	Cabinetmaker	29	M	M	Germany	6		2 75, day			7:30	5	30			
1134	Cabinetmaker	65	M	M	Germany			2 50, day			7:30	5	30	30	104	
1135	Cabinetmaker	29	M	M	Germany	10		3 00, day			7:30	5	30			
1136	Cabinetmaker	31	M	M	Germany	3	3	3 00, day			7:30	5	30			
1137	Cabinetmaker	29	M	M	Germany	4	4	2 75, day			7:30	5	30	12		
1138	Cabinetmaker	63	M	M	Germany	2		2 75, day			7:30	5	30			
1139	Cabinetmaker	36	M	M	Germany			2 75, day			7:30	5	30		24	
1140	Cabinetmaker	27	M	M	Germany	8	3	3 00, day			7:30	5	30			
1141	Cabinetmaker	45	M	M	Germany	16	10	2 50, day			7:30	5	30		42	
1142	Cabinetmaker	19	M	M	Germany	2	2	2 00, day	456	1 22	7:30	5	30		78	
1143	Cabinetmaker	28	M	M	Germany	12	12	2 75, day								
1144	Furniture-maker	45	M	M	Italy	18	15	2 00, day	612	1 67	7:30	5	30		30	
1145	Furniture-maker	38	M	M	Sweden	8		2 25, day	621	1 70	7:30	5	30		48	
1146	Furniture-maker	33	M	M	Germany	7		2 25, day	580	1 58	7:30	5	30			
1147	Furniture-maker	29	M	M	England	4		2 25, day	594	1 63	7:30	5	30	30	42	
1148	Furniture-maker	29	M	M	Ireland			2 25, day	518	1 41	7:30	5	30		10	
1149	Furniture-maker	22	M	M	California	11	6	1 75, day	505	1 38	7:30	5	30		104	
1150	Varnisher	43	M	M	Ireland			2 50, day	532	1 45	7:30	5	30		26	
1151	Furniture-maker	22	M	M	Switzerland	6		1 90, day			7:30	5	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Furniture Workers—Continued.															
1118	Upholsterer	13	good	good	17	7	rent	5	\$10 00			1		yes	
1119	Cabinetmaker	15	good	good	26	2	rent	3				6		yes	
1120	Cabinetmaker	18	good	fair	26	16	own							no	
1121	Cabinetmaker	14	good	good	2	2						6		no	
1122	Cabinetmaker	19	good	good		6 m	own	7						yes	
1123	Cabinetmaker	20	good	good		10 m	own	4		\$4 50				no	
1124	Cabinetmaker	14	good	good		4				6 00				no	
1125	Cabinetmaker	16	good	good		5								no	
1126	Cabinetmaker	18	good	good		1	rent	4	16 00			3		yes	
1127	Cabinetmaker	17	good	good		18 m				5 00				no	
1128	Cabinetmaker	18	good	good		10	rent					5		no	
1129	Cabinetmaker	17	good	good		5 m		1	8 00		4 00			yes	
1130	Cabinetmaker	15	good	good		2	rent	3	12 00			2		yes	\$10 00
1131	Finisher	16	good	good	4	4								yes	7 00
1132	Cabinetmaker													yes	20 00
1133	Cabinetmaker	15	good	good		1 w	rent		9 50			3		no	
1134	Cabinetmaker	15	good	good		30 m		3				1		yes	
1135	Cabinetmaker					4								yes	
1136	Cabinetmaker	15	good	good		3				6 00				yes	
1137	Cabinetmaker	15	good	good		1 d				5 00				yes	
1138	Cabinetmaker	15	good	good		8						2		no	
1139	Cabinetmaker	14	good	good		2 m								yes	
1140	Cabinetmaker	16	good	good		3				5 00				yes	
1141	Cabinetmaker	17	good	good		9 m						3		no	7 50
1142	Cabinetmaker	17	good	good	5	1 w		1	3 00	3 00				no	10 00
1143	Cabinetmaker	16	good	good	15	12		1	7 00	3 75				yes	
1144	Furniture-maker					14								no	
1145	Furniture-maker	17	good	good		1	own	3				2		yes	
1146	Furniture-maker	13	good	good		4	rent	5	22 00			3		yes	10 00
1147	Furniture-maker	19	good	fair		9	own	7				4		yes	
1148	Furniture-maker	15	good	good		3				4 00				yes	14 00
1149	Furniture-maker	15	good	good		3	own	8				4		yes	10 00
1150	Varnisher	16	good	good	6	6				5 00				yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.		Number Days Lost.		
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.			Sick.	No Work.	Other Cause.
1151	Varnisher	17	M	S	Pennsylvania	20	7	\$1 25, day	\$302	\$0 99	7:30	5	30			16	
1152	Cabinetmaker	30	M	M	Germany			3 50, day			7	5:30	30				
1153	Cabinetmaker	30	M	M	Germany			3 00, day			7	5:30	30				
1154	Cabinetmaker	32	M	S	Sweden	10		2 50, day			7	5:30	30				
1155	Cabinetmaker	31	M	M	Denmark	10	7	3 00, day	918	2 51	7:30	5	30				
1156	Cabinetmaker	52	M	M	Germany	26	26	2 75, day	841	2 30	7:30	5	30				
1157	Cabinetmaker	50	M	S	Switzerland	24	24	2 50, day	697	1 90	7:30	5	30	3	24		
1158	Cabinetmaker	49	M	M	Germany	24	18	3 00, day	900	2 47	7:30	5	30	6			
1159	Finisher	39	M	M	New York			2 50, day	765	2 09	7:30	5	30				
1160	Finisher	30	M	S	Russia	11	10	2 80, day	735	2 01	7:30	5	30	12			
1161	Finisher	38	M	S	Ireland	22	17	2 50, day	540	1 47	7:30	5	30		90		
1162	Finisher	21	M	S	Illinois			2 50, day	765	2 09	7:30	5	30				
1163	Finisher	33	M	M	Massachusetts			2 50, day	752	2 06	7:30	5	30	3			2
1164	Finisher	28	M	M	Massachusetts			3 50, day	1,050	2 87	7:30	5	30	6			
1165	Finisher	25	M	M	Germany	11	6	3 00, day	702	2 08	7:30	5	30		52		
1166	Polisher	37	M	S	Scotland	5		3 00, day			7:30	5	30		104		
1167	Cabinetmaker	30	M	S	New York			3 00, day	882	2 41	7:30	5	30	12			
1168	Cabinetmaker	30	M	M	Germany	10	3	2 75, day	742	2 03	7:30	5	30		36		
1169	Cabinetmaker	29	M	S	Germany	8	5	2 50, day	505	1 38	7:30	5	30		104		
1170	Cabinetmaker	27	M	M	Ireland	12		2 75, day			7:30	5	30				
1171	Cabinetmaker	36	M	M	Germany	5		2 75, day			7:30	5	30				
1172	Engineer	40	M	M	New York			22 00, week	808	2 21	7:30	5	30		12		36
1173	Cabinetmaker	19	M	S	Germany	2		1 50, day	858	2 35	7:30	5	30		36		
1174	Cabinetmaker	26	M	S	Germany	7	4	2 00, day	459	1 25	7:30	5	30		130		
1175	Cabinetmaker	36	M	S	Massachusetts			2 50, day	352	96	7:30	5	30				
1176	Packer	23	M	M	California			2 50, day	765	2 09	7:30	5	30				
1177	Cabinetmaker	38	M	M	New York			2 50, day	712	1 95	7:30	5	30		21		
1178	Cabinetmaker	30	M	S	Germany			2 50, day	635	1 73	7:30	5	30		52		
1179	Shipping clerk	44	M	M	Germany	25	17	3 00, day	918	2 51	7:30	5	30				
1180	Shipping clerk	33	M	M	Germany	10	8	3 00, day	918	2 51	7:30	5	30				

RATES OF WAGES, EARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Employer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns.	
<i>Furniture Workers—Cont.</i>														
1151	Varnisher													
1152	Cabinetmaker	good	good	1	1	own	6			\$5 00	3			
1153	Cabinetmaker	good	good		2									
1154	Cabinetmaker	good	good	16	5	rent	15							
1155	Cabinetmaker	good	good	38	2									\$10 00
1156	Cabinetmaker	good	good	34	1½					\$4 00	3	yes	yes	20 00
1157	Cabinetmaker	good	good	34	4	rent	4					yes	yes	21 00
1158	Cabinetmaker	good	good	17	6	rent	3					yes	yes	12 00
1159	Finisher	good	good	11	3	rent						yes	yes	
1160	Finisher	good	good	15	2½					6 00		yes	yes	
1161	Finisher	good	good	3	3					6 00		yes	yes	
1162	Finisher	good	good	7	7	rent	3							
1163	Finisher	good	good	17	8	rent	7							10 00
1164	Finisher	good	good	17	2	own	7							8 00
1165	Finisher	good	good		2									8 00
1166	Polisher	good	good							6 00		yes	yes	7 00
1167	Cabinetmaker	good	good		2	rent	4							
1168	Cabinetmaker	good	good		1	rent	3							
1169	Cabinetmaker	good	good		2									
1170	Cabinetmaker	good	good			own	9							10 00
1171	Cabinetmaker	good	good		3	rent	3			10 00		yes	yes	
1172	Engineer	good	good	18	4	rent	5			20 00		yes	yes	17 50
1173	Cabinetmaker	good	good	1½	1½									
1174	Cabinetmaker	good	good	7	1½					5 50		yes	yes	
1175	Cabinetmaker	good	good	17	5									
1176	Packer	good	good	7	3	rent	4							
1177	Cabinetmaker	good	good	11	1½	rent	3			10 00		yes	yes	10 00
1178	Cabinetmaker	good	good	3	3	rent								
1179	Shipping clerk	good	good	20	7	own	4			6 00		yes	yes	
1180	Shipping clerk	good	good		5	own								

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
1181	<i>Reed, or Rattan Workers.</i>														
1182	Foreman	41	M	Vermont			\$3 50, day	\$1 071	\$2 93	7	5:30	30			
1183	Rattan worker	26	M	California			2 25, day	688	1 88	8	5	60			
1184	Rattan worker	24	M	England	23	18	2 40, day	734	2 01	8	5	60			
1185	Rattan worker	21	M	California			2 15, day	539	1 47	8	5	60	3	52	78
1186	Rattan worker	24	M	California			2 00, day	456	1 24	8	5	60			
1187	Rattan worker	19	M	Illinois			9 00, week	333	91	8	5	60	6	78	
1188	Rattan worker	23	M	Australia	20	20	2 25, day	688	1 88	8	5	60			
1189	Rattan worker	21	M	California			15 00, week	765	2 09	8	5	60			
1190	Rattan worker	22	M	Illinois			11 00, week	561	1 53	8	5	60			
1191	Rattan worker	27	M	California			2 00, day	600	1 64	8	5	60	6		
1192	Rattan worker	25	M	Pennsylvania			2 00, day	612	1 67	8	5	60			
1193	Rattan worker	22	M	California			2 00, day	612	1 67	8	5	60			
1194	Rattan worker	22	M	Washington			2 00, day	612	1 67	8	5	60			
1195	Rattan worker	24	M	California			2 00, day	560	1 53	8	5	60		26	
1196	Rattan worker	25	M	California			2 25, day	648	1 77	8	5	60		234	
1197	Rattan worker	26	M	California			2 25, day	648	1 77	7	5:30	30		18	
1198	Rattan worker	24	M	California			2 00, day			7	5:30	30		18	
1199	Rattan worker	22	M	California			2 00, day	560	1 53	7	5:30	30		26	
1200	Rattan worker	43	M	Delaware			2 00, day	606	1 66	7	5:30	30	3		
1201	Rattan worker	53	M	Germany	29	4	2 00, day	1 100	3 01	7	5:30	30		26	
1202	Rattan worker	22	M	Canada	8	18m	100, month	757	2 07	10 h	5:30	30		3	
1203	Rattan worker	24	M	California			15 00, week	382	1 04	10 h	5:30	30		8	
1204	Rattan framer	21	M	California			1 25, day			10 h	5:30	30	21		
1205	Rattan winder	19	M	Oregon			2 00, day			10 h	5:30	30			
	Chair winder.	16	M	Denmark	5		1 25, day			10 h	5:30	30			
	<i>Picture-Frame Makers.</i>														
1206	Frame ornament	55	M	New Jersey			4 50, day	1 377	3 77						
1207	Whitener	15	M	California			3 50, week								
1208	Mounter	23	M	California			2 00, day	612	1 67						
1209	Sticker of moldings	36	M	Wisconsin			3 00, day	882	2 41	7	6	45	12		
1210	Turner	31	M	Germany	18	12	3 50, day	1 064	2 91	7	6	45	2		
1211	Caster	36	M	Ireland	24	22	2 00, day	612	1 67						

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.	
		Then.....	Now	Present Em- ployment.	Present Em- ployer....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.		
<i>Breed, or Rattan Workers.</i>															
1181	Foreman	14	good	good	12	rent	14	\$45 00			2	yes	no		
1182	Rattan worker	13	good	good	13	rent	2	12 00			2	no	yes		
1183	Rattan worker	13	good	good	11						1	no	yes		
1184	Rattan worker	13	good	good	6							no	yes		
1185	Rattan worker	19	good	good	4		2	12 00		\$6 00		no	yes		
1186	Rattan worker	12	good	good	3					6 00		no	yes		
1187	Rattan worker	13	good	good	11							yes		\$7 50, Dr. & Med.	
1188	Rattan worker	13	good	good	4							no			
1189	Rattan worker	12	good	good	8							yes			
1190	Rattan worker	12	good	good	13		1	5 00	\$3 50	4 50		no		7 50, Dr. & Med.	
1191	Rattan worker	15	good	good	6					8 00					
1192	Rattan worker	16	good	good	6										
1193	Rattan worker	17	good	good	4			5 50	5 00			no			
1194	Rattan worker	14	good	good	8					5 00		no	no		
1195	Rattan worker	17	good	good	7							no	no		
1196	Rattan worker	16	good	good	9			8 00	4 00			no	no		
1197	Rattan worker	12	good	good	7					6 00		no	no		
1198	Rattan worker	10	good	good	7							yes	no	7 50, Dr. & Med.	
1199	Rattan worker	15	good	good	30 m			5 00	4 50			yes	no	5 00	
1200	Rattan worker	14	good	good	39			5 00			3	no	no		
1201	Rattan worker	11	good	good	11					25 00		no	no		
1202	Rattan worker	14	good	good	10					5 00		yes	no	7 50, Dr. & Med.	
1203	Rattan framer	16	good	good	1							no	no		
1204	Rattan windler	15	good	good						5 00		no	no		
1205	Chair windler				4 m					4 00		no			
<i>Picture-frame Makers.</i>															
1206	Frame ornamentor	14	good	good	39	rent	6	21 00			3	yes	no	15 00	
1207	Whitener	15	good	good	9 m	A						no	no		
1208	Mounter	17	good	good	4					5 00		no	no	10 00	
1209	Sticker of moldings	15	good	good	15					5 25		1	yes	no	
1210	Turner	14	good	good	16	rent	5	18 00			1	yes	no	35 50, Dr. & Med.	
1211	Caster	15	good	good	16	rent	5	12 00			1	yes	no	7 00	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Aver- age	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
<i>Picture-frame Makers—Cont.</i>																
1212	Woodcarver.	42	M	S	California.	12	7	\$3 50, day	\$1,071	\$2 93	7	6	45			
1213	Hostler	27	M	M	Sweden			14 00, week	728	2 00				20		
1214	Porter	35	M	M	New York			3 00, day	876	2 40				12		
1215	Laborer	27	M	M	Nova Scotia			2 00, day	588	1 58	7	5:45	45			
1216	Laborer	21	M	M	Sweden	3	3	9 00, week	342	1 93	7	6	45			
1217	Laborer	24	M	M	Sweden	4	3	8 00, week			7	6	45		104	
1218	Map mounter	54	M	S	Poland	28	22	15 00, week							2	25
1219	Picture fitter	15	M	S	California			5 00, week	250	68				6		
1220	Picture fitter	30	M	M	Wisconsin			2 75, day	836	2 29				2		
1221	Passpartout maker	26	M	M	Sweden	4	4	2 50, day	635	1 74				52		
1222	Wrapper	16	M	S	California			3 00, week	152	41	7	6	30	1		
1223	Wrapper	38	M	M	Ohio			13 00, week	660	1 81	7	6	30	1		
1224	Gilder	25	M	S	California			6 00, week	306	84	7	5:30	30			
1225	Gilder	17	M	S	California			7 00, week	357	97	7	5:30	30			
1226	Gilder	15	M	S	California			4 00, week	200	54	7	5:30	30	5		
1227	Gilder	20	M	S	California			9 00, week	459	1 25	7	5:30	30			
1228	Gilder	23	M	S	Maryland			2 75, day	841	2 30	7	5:30	30			
1229	Gilder	29	M	M	Sweden	3	3	2 50, day	661	1 80	7	5:30	30	42		
1230	Gilder	40	M	M	Sweden	9	7	3 00, day	918	2 51	7	5:30	30			
1231	Gilder	39	M	S	Ohio			2 50, day	765	2 09	7	5:30	30			
1232	Gilder	44	M	M	Germany			100, month	1,200	3 28	7	6	30			
1233	Gilder	50	M	M	New York	31	7	2 50, day	702	1 92	7	6	30	25		
1234	Gilder	18	M	S	California			8 00, week			7	6	30			
1235	Gilder	30	M	M	Illinois			15 00, week	765	2 09	7	6	30		24	
1236	Gilder	25	M	S	Illinois			15 00, week	705	1 93	7	6	30			
1237	Gilder	24	M	S	Poland			15 00, week	750	2 05	7	6	30			
1238	Gilder	42	M	M	Italy			15 00, week	765	2 09	7	6	30			
1239	Gilder	42	M	M	Missouri			9 00, week	459	1 25	7	6	30			
1240	Gilder	37	M	S	Ohio			15 00, week	765	2 09	7	6	30			
1241	Gilder	16	M	S	California			5 50, week			7	6	30			
1242	Gilder	23	M	S	California			12 00, week	606	1 66	7	6	30		3	
1243	Gilder	18	M	S	New York			7 50, week	382	1 04	7	6	30			
1244	Gilder	17	M	S	Ireland	2	2	5 00, week	255	70	7	6	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age-Sex.	Married or Single..	Nationality.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.				
					U. S.	California ..		Year	Daily Aver- age	From A. M. ...	To P. M.		Sick	No Work	Other Cause.		
<i>Picture-frame Makers—Cont.</i>																	
1245	Gilder	21 M	M	Sweden	17	5	\$9 00, week	\$441	\$1 21	7	6	30				12	
1246	Gilder	21 M	M	California			8 00, week	392	1 07	7	6	30				12	
1247	Gilder	18 M	M	Canada	9	6	5 50, week	253	.69	7	6	30					
1248	Gilder	18 M	M	Germany	33	3	9 00, week	457	1 25	7	6	30				1	
1249	Gilder	26 M	M	Ohio			18 00, week	918	2 51	7	6	30					
1250	Gilder	19 M	M	California			2 00, day	612	1 67	7	5:30	30					
1251	Gilder	43 M	M	Germany	27	27	3 00, day	918	2 51	7	5:30	30					
1252	Gilder	42 M	M	Switzerland	20	20	3 00, day	846	2 31	7	5:30	30				24	
1253	Gilder	36 M	M	California			3 00, day	918	2 51	7	5:30	30					
1254	Gilder	38 M	M	California			3 00, day	918	2 51	7	5:30	30					
1255	Gilder	20 M	M	California			3 00, day	918	2 51	7	5:30	30					
1256	Gilder	40 M	M	New York			3 50, day	1 071	2 93	7	5:30	30					
1257	Gilder	18 M	M	New York			7 00, week	343	.93	7	6	30				12	
1258	Hand preparer	24 M	M	Australia	24	24	2 00, day	612	1 67	7	5:30	30					
1259	Molding preparer	30 M	M	England	9	8	15 00, week	765	2 09	7	5:30	30					
1260	Molding preparer	28 M	M	Indiana			9 00, week	456	1 24	7	6	30				2	
1261	Varnisher	20 M	M	California			10 50, week	530	1 45	7	6	30				3	
1262	Varnisher	23 M	M	California			15 00, week	761	2 08	7	6	30				11	
1263	Pole polisher	23 M	M	Russia	5	3	10 00, week	503	1 37	7	6	30				4	
1264	Molding polisher	48 M	M	Switzerland	20		15 00, week	765	2 09	7	6	30					
1265	Molding polisher	30 M	M	Australia	13	3	12 00, week	612	1 67	7	6	45					
1266	Molding polisher	23 M	M	Russia	7	3	12 00, week	612	1 67	7	6	45					
1267	Lacquering	26 M	M	Germany	8	6	15 00, week	762	2 08	7	6	45				1	
1268	Lacquering	20 M	M	California			12 00, week	604	1 65	7	6	30				4	
1269	Lacquering	18 M	M	California			4 50, week			7	6	30					
1270	Ornamenter	38 M	M	Ireland	22	20	3 00, day	918	2 51								
1271	Plush ornamenter	19 M	M	California			10 00, week	510	1 39								
1272	Ornamenter	44 M	M	Ireland	10	7	15 00, week	750	2 05							16	
1273	Ornamenter	21 M	M	California			7 00, week	357	.97								
1274	Draughtsman and designer	44 M	M	Germany	22	17	28 00, week	1 428	3 91	7	5:30	30					
1275	Joiner	35 M	M	Germany	9	9	3 00, day	918	2 51	7	5:30	30					
1276	Joiner	37 M	M	Bavaria	8	7	3 00, day	918	2 51	7	5:30	45					
1277	Joiner	35 M	M	Germany	11	4	3 00, day	918	2 51	7	5:30	45					

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns.	
Picture-frame Makers—Cont.														
245	Gilder.....	good	good	4	4	A	---	---	---	---	5	yes	no	\$7 50 Dr. & Med.
246	Gilder.....	good	good	3	2	---	---	---	---	---	---	no	no	
247	Gilder.....	good	good	18 m	18 m	---	---	---	---	---	---	no	no	
248	Gilder.....	good	good	2	1	---	---	---	---	\$5 00	---	no	no	
249	Gilder.....	good	good	7	7	---	---	---	---	4 00	4	no	no	
250	Gilder.....	good	good	3	3	A	---	---	---	---	---	---	---	10 00 Dr. & Med.
251	Gilder.....	good	fair	23	10	rent	3	\$14 00	---	---	4	yes	no	
252	Gilder.....	good	fair	23	12	rent	4	16 00	---	---	7	yes	no	
253	Gilder.....	good	fair	22	22	rent	3	11 00	---	---	1	yes	no	
254	Gilder.....	good	good	24	8	---	---	---	---	6 00	---	yes	no	
255	Gilder.....	good	fair	8	8	---	---	---	---	---	4	yes	no	10 00
256	Gilder.....	good	fair	25	25	rent	5	17 00	---	---	---	yes	no	10 00
257	Gilder.....	good	good	2	2	A	---	---	---	---	---	---	---	10 00
258	Hand preparer.....	good	good	4	4	---	---	---	---	---	---	no	no	
259	Molding preparer.....	good	good	8	8	rent	4	12 00	---	---	6	no	no	
260	Molding preparer.....	good	good	6 m	6 m	---	1	7 00	\$3 50	---	---	no	no	
261	Varnisher.....	good	good	4	4	---	---	---	---	6 00	---	no	no	
262	Varnisher.....	good	good	8	8	---	---	---	---	8 00	---	no	no	
263	Pole polisher.....	good	good	2	2	---	---	---	---	5 50	---	no	no	
264	Molding polisher.....	good	good	20	6	rent	3	10 00	---	---	3	yes	no	
265	Molding polisher.....	good	good	10	3	---	1	6 00	6 00	---	---	yes	no	
266	Molding polisher.....	good	good	3	3	---	1	8 00	6 00	25 m	4	no	no	
267	Lacqueter.....	good	good	8	7	---	---	---	---	---	---	yes	no	
268	Lacqueter.....	good	good	5	5	---	---	---	---	---	---	no	no	
269	Lacqueter.....	good	good	4 m	4 m	---	---	---	---	---	---	no	no	
270	Ornament.....	good	good	16	10	rent	4	13 00	---	---	7	yes	no	
271	Flush ornament.....	good	good	1	1	A	---	---	---	---	---	---	---	
272	Ornament.....	good	good	5	5	rent	3	12 00	---	---	1	no	no	
273	Ornament.....	good	good	5	5	A	---	---	---	---	---	---	---	
274	Draughtsman and designer.....	good	good	21	14	rent	5	27 00	---	---	4	yes	no	
275	Joiner.....	good	good	20	2	---	6	5 00	---	---	---	yes	yes	
276	Joiner.....	good	good	22	3	---	1	7 00	5 00	---	---	yes	yes	
277	Joiner.....	good	good	20	2	rent	2	7 00	---	---	2	yes	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California		Year	Daily Average	From A. M.	To P. M.		Sick	No Work	Other Cause.	
Picture-frame Makers—Cont.																	
1278	Joiner	33	M	S	Poland	10	10	\$2 50, day	\$765	\$2 09	7:30	5:15	45			4	
1279	Joiner	52	M	M	Germany	6	4	3 00, day								4	
1280	Joiner	24	M	M	Germany	29	17	3 00, day			7:30	5:15	45			52	
1281	Joiner	60	M	M	Holland	11	1	3 00, day			7:30	5:15	45			153	
1282	Joiner	35	M	S	Austria	29	29	3 50, day	1,065	2 91	7:30	5:15	45			2	
1283	Joiner	59	M	M	England	10	10	3 00, day	804	2 20	7:30	5:15	45			14	
1284	Joiner	42	M	M	Prussia	23	20	3 50, day	1,071	2 93	7:30	5:15	45			24	
1285	Joiner	42	M	M	Germany			4 00, week	196	53						12	
1286	Joiner	16	M	S	California			20 00, week			7:30	5:15	45			6	
1287	Joiner	35	M	M	Ohio	15	10	2 50, day	765	2 09	7:30	5:15	45				
1288	Joiner	35	M	M	Denmark			9 00, week	450	1 23	7:30	5:15	45				6
1289	Joiner	19	M	S	Nevada			15 00, week	485	1 32	7:30	5:15	45			104	
1290	Joiner	28	M	S	California			15 00, week	737	2 02	7:30	5:15	45			6	
1291	Joiner	37	M	S	California			12 00, week	612	1 67	7	6	45				
1292	Joiner	20	M	S	England	27	19	18 00, week	918	2 51	7	5:30	30				
1293	Joiner	32	M	M	New York			3 00, day	918	2 51	7	5:30	30				
1294	Joiner	30	M	M	Massachusetts			9 00, week	450	1 23	7	5:30	30			6	
1295	Joiner	19	M	S	Massachusetts			2 75, day	814	2 23	7	5:30	30			10	
1296	Joiner	26	M	M	California			3 00, day	918	2 51	7	5:30	30				
1297	Joiner		M	S	California			5 00, week	255	70	7	5:30	30				
1298	Gilder	17	M	S	California												
Billiard-table Makers.																	
1299	Billiard-table maker	53	M	M	Ireland	42	35	3 00, day	915	2 50	7:30	5:30	60			1	
1300	Billiard-table maker	40	M	S	Saxony	22	15	3 50, day	1,071	2 93	7:30	5:30	60				
1301	Billiard-table maker	53	M	M	Sweden	29	23	3 00, day	864	2 36	7:30	5:30	60			18	
1302	Billiard-table maker	31	M	S	United States			3 00, day	918	2 51	7:30	5:50	60				
Tanners, Etc.																	
1303	Currier	38	M	M	Norway	20	16	2 50, day	600	1 64	10 h		30				
1304	Tanner	49	M	S	Ireland	28	16	2 50, day			10 h		30			36	
1305	Striker-out	26	M	S	California			14 00, week	707	1 93	7	5:40	40				3
1306	Beamster	30	M	M	United States			2 75, day	792	2 44	7	5:30	30			18	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now.....	Present Employment.	Present Employer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns.	
<i>Picture-frame Makers—Cont.</i>														
1278	Joiner	good	good	19	3 m	own	1	\$6 00	\$5 00		1	yes	yes	\$6 00
1279	Joiner	good	good	37	2 d	rent	4	7 00			2	no	yes	10 00 and Dr.
1280	Joiner	good	good	10	7 m	own					1	no	no	10 00
1281	Joiner	good	good	48	1½ d	own						yes	yes	10 00
1282	Joiner	good	poor	23	10 w	own	1	5 00			5	yes	yes	10 00
1283	Joiner	good	poor	43	15	own					7	no	no	17 50 Dr. & Med.
1284	Joiner	good	fair	28	3	own					2	yes	no	10 00
1285	Joiner	good	good	27	19	rent	6	18 00				no	no	10 00
1286	Joiner	good	good	3 m	3 m	A					4	yes	no	10 00
1287	Joiner	good	good	21	12	own					2	yes	no	10 00
1288	Joiner	good	good	5	3	rent	3	9 00				no	no	10 00
1289	Joiner	good	good	4	4	A						no	no	10 00
1290	Joiner	good	good	12	5	rent	4	16 00			3	no	no	10 00
1291	Joiner	good	good	13	8	own			\$4 50		2	no	no	10 00
1292	Joiner	good	good	7	3	rent			3 50		4	yes	no	17 00
1293	Joiner	good	good	18	11	rent	4	13 00			3	yes	no	10 00
1294	Joiner	good	good	14	11							no	no	10 00
1295	Joiner	good	good	3	3	A					1	no	no	10 00
1296	Joiner	good	good	9½	9	rent	4	18 00			5	yes	no	10 00
1297	Joiner	good	good	14	10	rent	7	30 00		4 50		no	no	
1298	Gilder	good	good	2	2									
<i>Billiard-table Makers.</i>														
1299	Billiard-table maker	good	good	36	11	rent	6	25 00			4	no	no	10 00
1300	Billiard-table maker	good	good	22	10	rent	6	22 50			3	no	no	7 00
1301	Billiard-table maker	good	good	11	2 m	rent	4	15 00				no	yes	7 00
1302	Billiard-table maker	good	good	16	10		1	5 00			2	no	no	7 50 Dr. & Med.
<i>Tanners, Etc.</i>														
1303	Currier	good	good	26	5 m							yes	yes	10 00
1304	Tanner	good	good	13	3 m							yes	no	7 00
1305	Striker-out	good	good	9	7						2	yes	yes	7 00
1306	Beamster	good	good	13	13 m	rent	4	16 00			4	yes	yes	7 50 Dr. & Med.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California ..		Year	Daily Aver- age	From A. M. . .	To P. M.		Sick	No Work.	Other Cause.
<i>Tanners, Etc.—Continued.</i>																
1307	Currier	31	M	M	France	11	11	\$2 75, day	\$764	\$2 09	7	6	50	5	18	5
1308	Currier	23	M	M	Ireland	11	6	2 00, day	584	1 60	10 h			60	14	
1309	Tanner	34	M	M	Germany	11	9	2 50, day			10 h		30		60	
1310	Tanner	25	M	M	Sweden	6	4	2 50, day			10 h		60		21	
1311	Currier	54	M	M	Ireland	24	24	2 50, day	650	1 78	10 h		60			
1312	Currier	37	M	M	Ireland	11	3	14 00, week	500	1 37	10 h		60	60		
1313	Finisher	32	M	M	France	3	3				5	5	30			
1314	Finisher	25	M	M	France	4	4	35 00, m'th			5	5	30	10		
1315	Finisher	34	M	M	France	8	8	30 00, m'th			5	5	30			
1316	Finisher	37	M	M	France	2	2	30 00, m'th			5	5	30	40		
1317	Trimmer	37	M	M	France	5	5				10 h		30	15		
1318	Tanner	27	M	M	Germany	9	6	15 00, week			7	7	40	26		
1319	Beamster	35	M	M	Germany	12	3	16 00, week			7	5:40	40			
1320	Tanner	33	M	M	Austria	7	3	2 50, day	690	1 89	5	5	40	16	1	11
1321	Tanner	38	M	M	Germany	24		20 00, week			7	5:40				
1322	Tanner	32	M	M	Michigan			14 00, week			7	6	50			
1323	Tanner	44	M	M	Scotland	5					7	5:30			19	
1324	Tanner	32	M	M	Ireland	3		2 50, day			7	5:30	30			
1325	Tanner	33	M	M	United States			2 50, day			7	5:30	30			
1326	Tanner	29	M	M	Ireland			2 50, day			7		30			
1327	Tanner		M	M	Ireland						7	5:30	30	40		
1328	Tanner	25	M	M	Nova Scotia			2 50, day			7	5:30	30			56
1329	Currier	27	M	M	California			60 00, m'th	693	1 89	7	6	60			12
1330	Yard Land	23	M	M	California			52 00, m'th	524	1 43	7	6	60			
1331	Currier	31	M	M	New York	25	20	60 00, m'th	709	1 94	7	6	60	6		
1332	Flesher	25	M	M	Massachusetts			20 55 00, m'th	650	1 81	7	6	60	5		
1333	Flesher	46	M	M	Western Islands	25	20	55 00, m'th	680	1 80	7	6	60			
1334	Yardman	21	M	M	Nova Scotia	2	2	52 00, m'th	600	1 64	7	6	60			
1335	Foreman	36	M	M	Germany	15	15	75 00, m'th	900	2 46	7	6	60			
1336	Tanner	52	M	M	Ireland			2 00, day			7	6	60			
1337	Roller	23	M	M	Canada	5	5	60 00, m'th	678	1 85	7	6	60			12
1338	Yardman	27	M	M	Massachusetts	6	6	52 00, m'th	604	1 65	7	6	60	10		
1339	Flesher	24	M	M	California			60 00, m'th	700	1 91	7	6	60		12	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...		Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer	Rent.....	Board.....			Board and Lodging..	Beneficial Associat'ns	Labor Or- ganizat'ns.				
<i>Tanners, Etc.—Continued.</i>																
1307	Currier	13	good	11	7 m	own	4		4			4	yes	yes	\$10 00, Dr.	
1308	Currier	17	good	5	3 w								yes		7 00	
1309	Tanner	17	good	2			4						yes	no	10 00	
1310	Tanner	18	good	5	3								no	no		
1311	Currier	14	good	1	8					\$5 00			no	yes	8 00	
1312	Currier	22	good									1	yes	yes		
1313	Finisher	15	good							20 m						
1314	Finisher	15	good	4	4											
1315	Finisher	15	good	6	6					20 m						
1316	Finisher	12	good	2	2											
1317	Trimmer	15	good	4	4					20 m		1		yes		
1318	Tanner	17		13	8 m		4	\$10 00				1				
1319	Beamster	17	good	21	3		1	4 00					yes	no	Hospital.	
1320	Tanner	18	good	16	3	rent	3	7 00				4	yes	yes	10 00	
1321	Tanner	14	good	24	9	own				4 00		4	yes		20 00	
1322	Tanner												yes	yes		
1323	Tanner	17	good									4	yes	yes		
1324	Tanner	15											yes	yes		
1325	Tanner	20								5 00			yes	yes	8 00	
1326	Tanner					own						3	yes			
1327	Tanner									5 00						
1328	Tanner	14	good										yes	no		
1329	Currier	14	good	10	4 m					20 m			no	yes		
1330	Yard hand	16	good	7	7					20 m			yes	no	10 00	
1331	Currier	20	good	11	8					20 m			no	no		
1332	Flesher	15	good	4	4					20 m			no	no		
1333	Flesher	16	good	8	6	own	7					5	yes	no	10 00	
1334	Yardman	16	good	6 m	6 m					20 m			no	no		
1335	Foreman	15	good	15	14	own	5					3	yes	no	7 50	
1336	Tanner	19	good							18 m			no	no		
1337	Roller	15	good	4	4					20 m			yes	yes	10 00	
1338	Yardman	19	good	1	1					20 m			no	no		
1339	Flesher	16	good	3	3	own	4					3	yes	no	7 50	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California ..		Year	Daily Aver- age	From A. M. ...	To P. M.		Sick	No Work	Other Cause.
Shoemakers.																
1370	Foreman	30	M	M	United States.		30	\$100 month			7	5:30	30		21	
1371	Foreman	61	M	M	Massachusetts		27	3 50, day	\$861	\$2 35	7	5:30	30		60	26
1372	Patternmaker	52	M	M	California						7	5:30	30		52	
1373	Cutter	22	M	S	United States.			1 00, day			7	5:45	40			
1374	Cutter	16	M	S	United States.			19 00, week			7	5:45	40			
1375	Cutter	31	M	S	United States.			10 00, week			7	5:45	40		48	
1376	Cutter	23	M	S	United States.			12 00, week			7	5:45	45	3		
1377	Cutter	19	M	S	United States.			15 00, week	765	2 09	7	5:45	45	60		
1378	Cutter	24	M	S	Massachusetts	24	14	27 00, week	1,107	3 03	7	5:45	45			
1379	Cutter (foreman)	51	M	M	Ohio			27 00, week			7	5:45	45			
1380	Cutter	53	M	M	Ireland	36	11	2 75, day			7	5:45	45			
1381	Cutter	24	M	M	California			3 00, day			7	5:30	30		12	21
1382	Cutter	22	M	S	California			2 00, day			7	5:30	30	8		
1383	Cutter	30	M	M	California			3 00, day			7	5:30	30			
1384	Cutter	29	M	M	United States			3 00, day	882	2 41	7	5:30	30	12		
1385	Cutter	25	M	M	United States.			4 00, day	1,150	3 15	7	5:30	30			
1386	Cutter	40	M	M	England	8	8	3 00, day			7	5:30	30	4	30	
1387	Cutter	52	M	S	Ireland	40	24	20 00, week			7	5:30	30			
1388	Cutter	32	M	M	Nevada			3 00, day	900	2 46	7	5:30	30			
1389	Cutter	33	M	M	California			20 00, week			7	5:30	30	3	24	
1390	Cutter	32	M	M	United States.			30 00, week			7	5:30	30	6	26	
1391	Cutter	24	M	S	United States.		2	3 00, day			7	5:30	30	7	52	
1392	Cutter	52	M	M	Netherlands	33	33	3 75, day			7	5:30	30	7		
1393	Cutter	33	M	M				3 00, day			7	5:30	30			
1394	Cutter	47	M	M	New Hampshire			4 00, day			7	5:30	30		12	
1395	Sole cutter	47	M	M	United States		18	20 00, week			7	5:30	30			
1396	Cutter	24	M	S	California			15 00, week	390	1 06	7	5:30	30	30	90	30
1397	Cutter	24	M	S	New York		2	3 00, day			7	5:30	30	30	14	
1398	Lining cutter	18	M	S	California			1 00, day			7	5:30	30			
1399	Cutter	16	M	S	California			5 00, week			7	5:30	30			
1400	Cutter	28	M	S	Ireland			18 00, week	603	1 65	7	5:30	30		80	25
1401	Cutter	26	M	S	United States.	20	4	3 00, day			7	5:30	30		30	
1402	Cutter	21	M	S	California			13 50, week			7	5:30	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Shoemakers.														
1370	Foreman	good	good	12	3 m	rent	9	\$37 00			1	no	no	
1371	Foreman	good	good	40	10	rent	6	23 00			1	no	no	
1372	Patternmaker	good	good	34	2	rent	6	23 00			3	no	no	
1373	Cutter	good	good	7	6							no	yes	
1374	Cutter	good	good	20 m	17									
1375	Cutter	good	good	17	11 m									
1376	Cutter	good	good	11 m	3							no	no	
1377	Cutter	good	good	3	1	own	8					no	yes	
1378	Cutter	good	good	12	1	own	6					yes	yes	\$7 50
1379	Cutter (foreman)	good	fair	34	4	rent	4	22 50			1	yes	no	10 00
1380	Cutter	good	good	25	1	rent	4				1	yes	yes	Dr. & burial.
1381	Cutter	good	good	9	9	rent	6	9 00			1	yes	yes	7 00
1382	Cutter	good	good	5	3		6					no	yes	
1383	Cutter	good	good	16	7	rent	3	10 00			3	yes	yes	
1384	Cutter	good	good	10	7	rent	3	10 00			2	yes	yes	17 50
1385	Cutter	good	good	7	7	own	5					no	yes	
1386	Cutter	good	good	25	8	rent	5	15 00			1	yes	yes	14 00
1387	Cutter													
1388	Cutter	good	good	17	8	rent	4	18 00			4	yes	yes	17 50
1389	Cutter	good	poor	15	5	own	6				2	yes	yes	20 00
1390	Cutter	good	fair	7	3 m			7 00				no	yes	
1391	Cutter	good	good	26	16	own	5				4	yes	yes	7 00
1392	Cutter	good	good	17	14	rent	5	12 00				yes	yes	
1393	Cutter	good	good	17	14	own	7				5	no	no	
1394	Cutter			29	4	own	4				4	no	no	
1395	Sole cutter			20	15	own	4				4	yes	yes	7 50 Dr. & Med.
1396	Cutter	fair	fair	8	2	rent	1				1	yes	yes	
1397	Cutter	fair	fair	10	2			\$6 50			2	yes	no	
1398	Lining cutter	good	good	3	3		4					yes	yes	
1399	Cutter	good	good	1	1							yes	no	7 00
1400	Cutter	good	good	12	3 m		6	15 00				yes	yes	
1401	Cutter	good	good	10	2							no	yes	
1402	Cutter	fair	fair	5	1	rent						no	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued.)

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California ..		Year	Daily Aver- age	From A. M. ...	To P. M.		Sick	No Work....	Other Cause.	
Shoemakers—Continued.																	
1403	Cutter	18	M	S	United States.	7	37	\$5 00, week 3 25, day			7	5:30	30				
1404	Cutter	40	M	S	California.						10 h	5:45	45		150		
1405	Cutter	32	M	S	United States.						7	5:45	45		65		
1406	Cutter	31	M	S	Ireland	2					7	5:45	45				
1407	Cutter	22	M	S	United States.	21	19	21 00, week			7	5:45	45				
1408	Stock cutter.	41	M	M	California.			20 00, week			7	5:45	45				
1409	Stock cutter.	31	M	M	England	7		19 50, week			7	5:45	45				
1410	Stock cutter.	31	M	M	Canada	12	12	21 00, week	\$960	\$2 63	7	5:45	45		30		
1411	Cutter	33	M	S	California.			9 00, week			7:30	5:30	30				
1412	Shoefitter ..	21	F	S	New Jersey...			10 00, week	350	96	8	5:30	30				
1413	Shoefitter ..	19	F	S	Massachusetts	13	10	10 00, week			7:30	5:30	30				
1414	Shoe vanner ..	35	F	S	Illinois	9					7:30	5:30	30				
1415	Shoefitter ..	20	F	S		15		9 00, week			7:30	5:30	30			42	
1416	Shoe operator.							3 00, week	153	42	7:30	5:30	30				
1417	Shoefitter ..			M	New York ..			10 00, week			8	5:30	30				
1418	Shoefitter ..	30	F		California ..			9 00, week			8	5:30	30				
1419	Shoefitter ..		F		Germany						7:30	5:30	30				
1420	Shoe finisher.		F	S	Ireland			10 00, week	520	1 42	7:30	5:30	30				
1421	Shoe vanner ..	30	F	S	California ..			4 50, week			7	5:30	30				
1422	Shoefitter ..		F	S	United States.	3		2 50, day			7	5:30	30				
1423	Shoe stitcher.	30	F	S	California ..						7	5:30	30				
1424	Shoe trimmer.	13	F	S	California ..						7	5:30	30			52	
1425	Shoefitter ..	24	F	S	California ..						7	5:30	30			52	
1426	Shoe stayer ..	24	F	M	California ..			5 00, week			7	5:30	30				
1427	Shoe finisher.	15	F	S	California ..						7	5:30	30				
1428	Shoe turner ..	17	F	S	California ..			6 00, week	306	83	7	5:30	30				
1429	Shoe packer ..	15	F	S	California ..			2 50, week			7	5:30	30				
1430	Shoefitter ..	21	F	S	California ..			1 50, day			7	5:30	30				
1431	Shoefitter ..	16	F	S	California ..			2 50, week			7	5:30	30				
1432	Shoe liner ..	17	F	S	California ..			1 25, day			7	5:30	30				
1433	Shoe toe seamer.	16	F	S	California ..			1 00, day			7:30	5:30	30				
1434	Shoe turner ..	19	F	S	California ..			1 00, day			7	5:30	30				78
1435	Shoefitter ..	16	F	S	California ..			2 50, week			7	5:30	30				

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Shoemakers—Continued.														
1403	Cutter.....	good	good	4	7 m		4				4	no	no	
1404	Cutter.....	good	good	13		rent	2					yes	no	\$4 00
1405	Cutter.....	good	good	16	16		4	\$10 00				no	yes	
1406	Cutter.....	good	good	9	16 m							no	no	
1407	Cutter.....	good	good	21	21	rent	4				5	no	yes	
1408	Stock cutter.....	good	good	8	8	rent	6				1	yes	yes	10 00
1409	Stock cutter.....	good	good	10	7	rent	4	16 50			4	yes	yes	7 50
1410	Stock cutter.....	good	good	19	12							yes	no	18 00
1411	Cutter.....	good	good	4	2							yes	yes	
1412	Shoefitter.....	good	poor	2 m	2 m							yes	yes	
1413	Shoefitter.....	good	good	15	9				\$25 00			yes	no	5 00
1414	Shoe vampor.....	good	good	4	5 m							yes	yes	
1415	Shoefitter.....	fair	fair	1	1							no	no	
1416	Shoe operator.....	good	good			rent	4	12 00			1	no	no	
1417	Shoefitter.....	good	good	5	5							no	no	
1418	Shoefitter.....	good	good	5	5							no	no	
1419	Shoefitter.....	good	fair	5	5						1	no	no	
1420	Shoe finisher.....	good	good	3	3						3	yes	yes	
1421	Shoe vampor.....	good	good	12	2							no	no	
1422	Shoefitter.....	good	good	4 m	4 m				\$4 50			no	no	
1423	Shoe stitcher.....	good	good	8	18 m		5				2	no	no	
1424	Shoe trimmer.....	good	good	18 m	18 m	rent						no	no	
1425	Shoefitter.....	good	good	3	3							no	no	
1426	Shoe stayer.....	good	good	8	2							no	no	
1427	Shoe finisher.....	good	good	18 m	18 m							no	no	
1428	Shoe turner.....	good	good	3	3							no	no	
1429	Shoe packer.....	good	good	7 m	7 m							no	no	
1430	Shoefitter.....	good	good	2 m	2 m			3 00				no	no	
1431	Shoefitter.....	good	good	7 m	7 m							yes	yes	
1432	Shoe liner.....	good	good	2	2									
1433	Shoe toe seamer.....	good	good	2	2									
1434	Shoe turner.....	good	good	3	3									
1435	Shoefitter.....	good	good	6 m	6 m			4 00						

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California..		Year	Daily Aver- age		From A. M.	To P. M.	Sick .....	No Work....	Other Cause.
Shoemakers—Continued.													
1436	Shoefitter	18	F	S			\$1 00, day				30		
1437	Shoefitter		F				3 00, week				30		
1438	Shoe stamper	14	F		California		2 25, week				30		
1439	Shoefitter	16	F	S	California		3 00, week	\$153	\$0 41		30		
1440	Shoe shaper	17	S	S	California		10 00, week	510	1 39		30		
1441	Shoefitter	21	F	S	California		8 00, week				45		
1442	Shoefitter				California		7 00, week						
1443	Shoe folder.		F	S	California		12 00, week				45		6
1444	Shoe vanner	24	F	S	California							70	
1445	Shoefitter	18	F	S	California		5 00, week						
1446	Shoe paster.	18	F	S	United States.		9 00, week						
1447	Shoe liner		F	S			4 00, week				45		
1448	Shoe faller worker	17	F	S	United States.								
1449	Shoefitter		F	S	California					10 h			
1450	Shoefitter	19	F	S			7 50, week						
1451	Shoe buttonhole maker	19	F	S	California		7 50, week						
1452	Shoe vanner		F	S	California						45		
1453	Shoe vanner	23	F	S	Ireland	19	10 00, week				45		
1454	Shoe closer.						9 00, week				45		
1455	Boothfitter	37	M	M	New York	10	3 25, day						
1456	Shoefitter	24	F	S	Massachusetts		10 50, week				30		
1457	Shoefitter	18	F	S	California		3 00, week				30		
1458	Shoefitter	20	F	S	New York		3 00, week				30		
1459	Shoe packer.	18	F	S	California		3 00, week				30		
1460	Shoe stitcher	20	F	S	California		2 00, day				30		
1461	Shoe stayer										30		
1462	Shoefitter	18	F	S	United States.		4 00, week				30		6
1463	Shoefitter		F	S	California		6 00, week				30	52	
1464	Shoe vanner	22	F	S	California						30		
1465	Shoefitter	23	F	S	Nevada		7 00, week				30		
1466	Shoe finisher	18	F	S	California						30		
1467	Shoe finisher	18	F	S	California		4 50, week				30		
1468	Shoe liner	16	F	S	California		7 00, week				30		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work	Health.	Years Engaged	Own or Rent Home	Number of Rooms	Amount Paid for	Others Supported..	Member of	Weekly Benefits.
			Then.....	Present Em- ployment.			Rent.....		Beneficial Associat'ns	
			Now	Present Em- ployer....			Board.....		Labor Or- ganizat'ns.	
							Board and Lodging..			
	<i>Shoemakers—Continued.</i>									
1436	Shoelitter	15		3	rent	4	\$14 00	3	yes	
1437	Shoelitter	16		6 m					no	
1438	Shoe stamper	14	good	3 m					no	
1439	Shoelitter	15	good	1					no	
1440	Shoe shaper	2	good	2					no	
1441	Shoelitter	16	fair	5					yes	
1442	Shoelitter	15	good	9					yes	
1443	Shoe folder		good	8				1	yes	
1444	Shoe vanner	14	good	10					yes	
1445	Shoelitter	15	perfect	8 m					yes	
1446	Shoe pasteur	16	good	2					no	
1447	Shoe liner	16	good	9					yes	
1448	Shoe faller worker	14	fair	2					yes	
1449	Shoelitter	17		2					yes	
1450	Shoelitter	15	good	4				2	yes	
1451	Shoe buttonhole maker	15	good	4					yes	
1452	Shoe vanner		good	4					yes	
1453	Shoe vanner		good	8					yes	
1454	Shoe closer	13	good	10					yes	
1455	Boothlitter	18	good	7	rent	4		3	yes	10 00
1456	Shoelitter		good	10					yes	
1457	Shoelitter	16		9					yes	
1458	Shoelitter	20	good	1					no	
1459	Shoe packer	15	good	4 w					no	
1460	Shoe stitcher	15	good	6 w				8	yes	
1461	Shoe stayer	16	good	5					no	
1462	Shoelitter	14	good	1					no	
1463	Shoelitter	14	good	2 m				3	yes	
1464	Shoe vanner	15	good	5					no	
1465	Shoelitter	16	good	7					yes	
1466	Shoe finisher	16	good	4					no	
1467	Shoe finisher	17	good	1					yes	
1468	Shoe liner	15	good	18 m					yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
					U. S.	California.		Year	Daily Average			From A. M.	To P. M.	Sick	No Work	Other Cause.
Shoemakers—(Continued.)															
1469	Shoefitter	19	F	United States.			\$7 00, week			8	5:30	45		52	
1470	Shoe vanner	19	F	United States.						7:30	5:30			78	
1471	Shoe sticher	23	M	California.	5		8 00, week			7	5:30	30	36		
1472	Shoe seamer	18	F	California.						7	5:30	30			
1473	Shoe barrer	17	F	United States.			7 50, week			7	5:30	30			
1474	Shoe stayer	17	F	Missouri	30					8	5:30	30			
1475	Shoe buttonhole maker	34	F	Illinois			3 00, week			7:30	5:30	30			
1476	Shoefitter	17	F	California	15		12 00, week	\$6 12	\$1 67	7:30	5	30			
1477	Shoefitter	23	F	California				510	1 39	7:30	5:30	45			
1478	Shoefitter		F	California.			8 00, week	400	1 09	9 ¹ / ₂ h		30			
1479	Shoefitter		F	California.			6 00, week			7:30	5:45	45			
1480	Shoefitter	18	F	California.						7:30	5:45	45	26		
1481	Shoefitter	18	F	California.						7:30	5:45	45	18		
1482	Shoe liner	18	F	United States.											
1483	Shoe vanner		F	California.			2 00, day			8	5	30			54
1484	Shoefitter		F	California.			9 00, week			7:30	5:30	30	10		
1485	Shoefitter	20	F	United States.			10 00, week			7:30	5:30	30			
1486	Shoefitter		F	New York			13 00, week			7:30	5:30	30			
1487	Shoefitter		F	California			10 00, week	510	1 39	7:30	5:30	30			
1488	Shoefitter		F	California			10 00, week	440	1 20	7:30	5:30	30			
1489	Shoefitter	25	F	Germany	10	9				8	5:30	60			
1490	Shoefitter	21	F	New York						8	5:30	60			
1491	Shoe pasteur		F	California.			10 00, week			8	5:30	60			
1492	Shoefitter	17	F	California.			12 00, week					40			
1493	Shoefitter	16	F	California.								40			
1494	Shoefitter		F	California.								40			
1495	Shoefitter		F	California.			10 00, week			7:30	6:25	40			
1496	Shoefitter	16	F	California.			7 00, week			8	5:30	40	52	26	
1497	Shoefitter	21	F				7 00, week			8	5:30	30			
1498	Shoe vanner		F				12 00, week			8	5:15	75			
1499	Shoe vanner		F				9 00, week			8	5:30	40			
1500	Shoe liner		F				7 00, week								
1501	Shoefitter	15	F	Maine			3 00, week			7	5:30	40			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, Etc.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns.	
Shoemakers—Continued.														
1469	Shoelitter												no	
1470	shoe vamp		good	2	9 m								no	
1471	shoe stitche		good	4	5								no	yes
1472	shoe seamer		good		5 w									yes
1473	shoe barrer		good	3	1									yes
1474	shoe stayer		good	1	2									
1475	shoe buttonhole maker		good	10	8	rent	10				1		no	no
1476	shoelitter		good		2 m									no
1477	shoelitter		good	7	1									no
1478	shoelitter		good	5	5			\$5 00						
1479	shoelitter		good	5	5									
1480	shoelitter		good	2	2									yes
1481	shoelitter		poor	3	3									yes
1482	shoe liner			2										yes
1483	shoe vamp				5 m						1		no	
1484	shoelitter		good	4	11								no	
1485	shoelitter		good	17	13			15 00			1		no	
1486	shoelitter		good	10	2	own	7						yes	
1487	shoelitter		good	5	4	rent	4	9 00					no	
1488	shoelitter					own	9				3		yes	
1489	shoelitter			10	5								no	
1490	shoelitter			5	5								no	
1491	shoe pastur			5	5								no	
1492	shoelitter			4	4								no	
1493	shoelitter			3	3								yes	
1494	shoelitter			6									no	
1495	shoelitter												no	
1496	shoelitter		poor	3	1								yes	
1497	shoelitter				4 m								yes	
1498	shoe vamp				2 m								yes	
1499	shoe vamp		good	5									yes	
1500	shoe liner		good	5	5 w								yes	
1501	shoelitter		good	5									no	
													</	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age. Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
					U. S.	California ..		Year	Daily Aver- age			From A. M. ...	To P. M.	Sick	No Work .....	Other Cause.
Shoemakers—Continued.															
1502	Shoefitter	19	F	California			\$12 00, wk			8	5	75	1	26	
1503	Shoefitter	19	F	California						8	5	75		12	
1504	Shoefitter	20	F	California								40			
1505	Shoefitter	18	F	New York						8	5:30	60		36	
1506	Shoeturner						1 25, day			8	5:30	40			
1507	Shoemaker	31	M	Ohio		5	2 75, day			7	5:30	30			
1508	Shoemaker (sole room)	19	M	United States			12 00, week	\$468	\$1 28	7	5:45	40		60	12
1509	Foreman	45	M	Ohio		23	4 00, day	1,088	2 98	7	5:45	40		24	10
1510	Sole-leather worker	22	M	California			15 00, week			7	5:45	40		45	
1511	Stockfitter	33	M	England		21	4 00, day			7	5:30	30			
1512	Stock-room employé	22	M	California			2 25, day			7	5:45	45			
1513	Stockworker	31	M	United States		3	2 00, week			7	5:45	45		40	
1514	Stockworker	20	M	Ireland		3	2 00, day			7	5:45	40		60	12
1515	Stockworker	34	M	United States			21 00, week			7	5:45	40		30	
1516	Stockfitter	30	M	Canada		17	3 50, day	1,000	2 73	7	5:45	40			
1517	Stock-room employé	28	M	New York		16	2 50, day	690	1 89	7	5:45	40		18	12
1518	Laster	26	M	United States		1				7	5:30	30			
1519	Laster	27	M	United States		4		896	2 45	7	5:30	30	20	30	30
1520	Laster	30	M	United States		6	21 00, week			7	5:30	30	12	100	
1521	Laster	45	M	Ireland		24				7	5:30				
1522	Laster	27	M	New York		23									
1523	Laster	31	M	New York		2				7	5:30	30		50	15
1524	Laster	30	M	New York		2	12 00, week					45			
1525	Laster	42	M	United States		6	7 50, week	270	74	7	5:45	40		90	
1526	Laster	28	M	New York						7	5:30	30		90	
1527	Laster	50	M	Ireland		43	7 00, week	269	95	7	5:30	30		75	
1528	Laster	38	M	Ireland		15m	6 00, week	228	62	7	5:30	30		78	
1529	Laster	60	M	Ireland		41	6 00, week			7	5:30	30		78	
1530	Laster	62	M	Ireland		42	6 00, week	228	62	7	5:30	30		78	
1531	Laster	22	M	Massachusetts		10	6 00, week	153	41	7	5:30	30		153	
1532	Laster	68	M	Ireland		45				7	5:30	30		78	
1533	Laster	20	M	California						7	5:30	30		78	
1534	Laster	29	M	Azores Islands		13	15 00, week	765	2 09	7	5:30	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.	
		Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns.		
Shoemakers—Continued.															
1502	Shoefitter	12	good	good	4	1					2	yes	yes	\$7 50	
1503	Shoefitter	12	good	good	5	1				\$5 00	2	yes	yes	7 00	
1504	Shoefitter				4	4						no	no		
1505	Shoefitter	16			5							no			
1506	Shoeturner														
1507	Shoemaker	14			14	10 m				5 00		yes	yes		
1508	Shoemaker (sole-room)	15			2	11				4 50		yes	yes		
1509	Foreman	22	good	good	3	17	rent		17 00		1	no	yes		
1510	Sole-leather worker	13	good	good	8	3	rent	6	9 00		9	yes	no	10 00	
1511	Stockfitter	17	good	good		4 m	rent	3	13 00		3	no	yes		
1512	Stock-room employé	12	good	fair	2	2	rent	5			5	no	yes		
1513	Stockworker	14	good	good	12	3					2	yes	yes		
1514	Stockworker	17			3	3						no	no		
1515	Stockworker					5	rent	4	15 00			no	yes		
1516	Stockfitter	13	good	good	15	11	rent	3	12 00	\$3 00		yes	yes	17 00 Dr. & Med.	
1517	Stock-room employé	14	good	good	10	10						no	yes		
1518	Laster									5 00					
1519	Laster	16	good	fair	7	3	rent	6	20 00		3	yes	yes	10 00	
1520	Laster	13	good	good	14	3	rent	4				yes	yes		
1521	Laster											no	yes		
1522	Laster	12	good	good	12	3 w		1	6 00			no	yes		
1523	Laster	15	good	bad	15	6 m						yes	yes		
1524	Laster	14	good	good	16	2	rent	4				no	yes		
1525	Laster	13	good	good	5	5						no	yes		
1526	Laster	16	good	good	29	6						no	yes		
1527	Laster	14	good	poor	36	13	rent	7	12 00		5	no	yes		
1528	Laster	14	good	fair	34	1				4 50		no	yes		
1529	Laster	20	good	poor	30	13	rent	9				no	yes		
1530	Laster	15	good	fair	45	2	own	5				no	yes		
1531	Laster	16	good	fair	6	3 w		6				no	yes		
1532	Laster	21	good	good	40	6	own	6			2	yes	yes		
1533	Laster	15	good	poor	5	4 m					4	no	yes		
1534	Laster	16	good	good	13	8	rent	5	15 00				yes		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year	Daily Average	From A. M.	To P. M.		Sick	No Work	Other Cause.
Shoemakers—Continued.																
1535	Laster	36	M	M	New York	24	\$3 00, day	\$801	\$2 19	7	5:30	30	14	20	5	
1536	Laster	35	M	S	New Jersey	17	8 00, week	274	75	8	5:30	30	100			
1537	Laster	37	M	S	New York	35		400	1 09					60		
1538	Laster	44	M	S	Nova Scotia	23	10 80, week	380	1 04	7	6	60				
1539	Laster	50	M	S	Canada	25	8 00, week			7	5:30	30				
1540	Laster	22	M	S	California		16 50, week					60			18	
1541	Laster	31	M	M	United States	31	15 00, week			7	5:45	45	104			
1542	Laster	58	M	M	Germany	38		600	1 64	7	5:45	45	40		24	
1543	Heeler	35	M	M	United States	23	20 00, week	946	2 59	7	5:30	30	1	21		
1544	Heeler	50	M	M	United States			700	1 91	7	5:30	30		70		
1545	Heeler	22	M	S			2 50, day			7	5:45	40		30		
1546	Heeler	22	M	S			12 00, week			7	6	30		52		
1547	Heel finisher	22	M	S	United States	15				7	5:30	60				
1548	Heel burnisher	38	M	M	England	33				9	5:30					
1549	Heel burnisher	28	M	S	Denmark	9	20 00, week			7	5:30	30			18	
1550	Heel burnisher	21	M	S	California		18 00, week			7	5:45	50				
1551	Heel burnisher	50	M	M	Ireland	38	7 50, week	350	95	7	5	30		52		
1552	Heel burnisher	29	M	M	California		3 00, day			7	5:45	45		30		
1553	Heel burnisher	33	M	M	England	5				7	5	45	24	52		
1554	Nailer	24	M	M	California		2 00, day			7	5	45				
1555	Nailer	38	M	S						7	5:45	45		104		
1556	Edge maker	50	M	M	Canada	22	15 00, week			7	5:30	30				
1557	Edge belter	32	M	M	United States					7	5:45	45		18		
1558	Edge belter	38	M	S	Germany	23	20 00, week			7	5:30	60				
1559	Edge belter	19	M	S	United States	15				7	5:30	30	15	78	28	
1560	Treer	24	M	S	United States	23				7	5:30	30				
1561	Treer	40	M	M	Ireland	20	3 50, day	1,000	2 73	7	5:45	45				
1562	Treer	23	M	S	Ireland	4 3m	9 00, week					30		153		
1563	Treer	45	M	M	Ireland	28	7 50, week			7	5	30				
1564	Treer	58	M	S	Ireland	40	18 00, week			7	5:30	30		42	25	
1565	Finisher	26	M	S	Ireland		2 75, day			7	5:30	30		78		
1566	Finisher	24	M	S	Germany	8	3 00, day			7	5:30	30		36	24	
1567	Finisher	27	M	M	United States	6	4 00, day			7	5:30	30				

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizati'ns.	
<i>Shoemakers—Continued.</i>															
1535	Laster	15	good	poor	12	7	rent	3	\$12 00			4	no	yes	
1536	Laster	17	good	poor	10	3	rent	6	5 00	\$3 50		2	yes	yes	
1537	Laster	17	good		8	8			25 00				yes	yes	
1538	Laster	19	good		23	5 m		8	30 00	3 00			yes	yes	
1539	Laster	16	good	good	5	5	rent	7	30 00			2	yes	yes	\$7 50 Dr. & Med.
1540	Laster	15	good	fair	12	6	rent	9					yes	yes	20 00
1541	Laster	16	good	fair	42	22	own	4	10 00			2	no	yes	
1542	Laster	16	good	good	20	10 m	rent	6	18 00			4	yes	yes	
1543	Heeler	13	good	good	30	2	rent	4					no	yes	
1544	Heeler	13	good	good	6	6	rent	3					no	yes	
1545	Heeler	14	good	good	5 m	5 m	rent	9	15 00			3	no	no	
1546	Heel finisher	14	good		7	7	rent	2				2	yes	yes	
1547	Heel finisher	14	good		5	5	rent	4		6 00		5	yes	yes	7 50
1548	Heel burnisher	13	good	good	8	5	rent						no	yes	
1549	Heel burnisher	19	good	good	5	5							yes	yes	
1550	Heel burnisher	11	poor	good	9	9		6	10 00			9	no	yes	
1551	Heel burnisher	12	good	fair			own					2	no	yes	
1552	Heel burnisher	17	good	fair	11	11	rent	6	19 00			5	yes	yes	7 50
1553	Heel burnisher	12	good	good	23	5	rent	4	14 00				yes	yes	
1554	Heel burnisher	14	good	bad	8	8	own					5	yes	no	
1555	Nailer	15	good	good	19	3 m	own						yes	yes	10 00
1556	Edge maker	19	good	good	35	8			17 00			3	yes	yes	
1557	Edge belter	10	good	good	22	16	rent	5	35 00			4	yes	no	22 00
1558	Edge belter	14	good	good	20	14							yes	yes	
1559	Edge belter	14	good	good	18 m	7 m									
1560	Treer	14	good	good	8	8									
1561	Treer	14	good	good	20	13	rent	5	12 00	5 00		5	yes	yes	7 00
1562	Treer												no	no	
1563	Treer	13	good	fair	28	3	own	4		6 00			no	yes	
1564	Treer	18	good	bad	25								no	yes	
1565	Finisher	19	good	fair	5	3							no	yes	7 50 Dr. & Med.
1566	Finisher	10	good	fair	5	3			5 00	5 00			yes	yes	7 50 Dr. & Med.
1567	Finisher	12	good	good	12	3	rent	3	13 00			1	yes	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
					U. S.	California ..		Year	Daily Aver- age	From A. M. . .	To P. M. . . .		Sick	No Work....	Other Cause.	
<i>Shoemakers—Continued.</i>																
1568	Finisher	21	M	Ireland	21	17	\$15 00, week			10 h	5:30	45	4			
1569	Finisher	22	M	California			15 00, week				5:30	45	7			90
1570	Finisher	21	M	California			15 00, week	\$600	\$1 67	7	5:30	45				90
1571	Finisher	45	M	California			5 00, week			7	5	30				60
1572	Finisher	16	M	England	30	17	16 00, week			7	5:30	30				30
1573	Finisher	49	M	New Brunswick	18	18	3 00, day			7	5:30	30				104
1574	Finisher	25	M	California			3 00, day			7	5:30	45				30
1575	Finisher	25	M	California			3 00, day			7	5:30	30				18
1576	Finisher	39	M	Colorado	35	10 00, week				7:30	6					30
1577	Crimper	55	M	Ireland	36	24	2 25, day					30				40
1578	Crimper	43	M	Ireland	26	24										36
1579	Finisher of buttonholes	19	F	California			5 00, week					30				40
1580	Finisher of buttonholes	22	F	California			12 00, week	612	1 67			30				
1581	Rounder	36	M	Switzerland	26	14	16 50, week			7	5:45	40				
1582	Counter skiver	27	M	Canada	24	17	15 00, week			7	5:45	40				
1583	Counter skiver	19	M	United States			6 00, week	450	1 23	7	5:30	30				104
1584	Leveler	24	M	United States						7	5:30	30				150
1585	Lumper	40	M	Ireland	16	16	15 00, week	660	1 80	7	5:30	30				40
1586	Block hand	32	M	Ireland			3 00, day	882	2 41	7	5:45	40				12
1587	Shoe dresser	40	M	New York			2 40, day	590	1 61							32
1588	Bottomer	35	M	Ireland						7	5:30	30				60
1589	Turner	52	M	New York						7	5	30				78
1590	Turner	50	M	New York						7	5:30	60				
1591	Turner	35	M	California	35	15	4 00, day									18
1592	Sock-liner	21	F	California			8 00, week			7:30	5:45	40				18
1593	Sock-liner	20	F	California			7 50, week			7:30	5:45	40				18
1594	Sock-liner	18	F	California			6 00, week			7	5:30	30				36
1595	Operator	30	M	New York			2 50, day			7	5:45	45				
1596	Operator	27	M	United States			75 00, m'th			7	5:45	45				
1597	Operator	29	M	England	7	7		884	2 42	7	5:45	45				
1598	Operator	18	M	United States						7	5:45	45				90
1599	Operator	18	M	United States				800	2 19	7	5:45	45				10
1600	Operator	19	M	United States			3 50, day			7	5:45	60				104

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...		Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Em- ployer	Rent.....	Board.....			Board and Lodging...	Beneficial Associat'ns	Labor Or- ganizat'ns.				
Shoemakers—Continued.																
1568	Finisher	15	good	good	4	4	rent							no	no	
1569	Finisher	15	good	good	5	5								no	no	
1570	Finisher	10	good	good	9	9								no	no	
1571	Finisher	12	good	good	9	8	rent		5	\$20 00			5	yes	yes	\$7 00
1572	Finisher	12	good	good	3	3			3	8 00						
1573	Finisher															
1574	Finisher	16	good	good	16	5m				\$5 00			2	yes	yes	10 00
1575	Finisher	14	good	good	11	11	rent		3	13 25				yes	yes	
1576	Finisher	17	good	good	19	4							3	no	no	
1577	Crimper	17	good	good	25	19	own		5				3	no	no	
1578	Crimper	18	good	good	18	3	own		12					no	no	
1579	Finisher of buttonholes	16	good	good	2m	2m								no	no	
1580	Finisher of buttonholes	16	good	good	6	18m	rent		6				1	yes	yes	7 00 Dr. & Med.
1581	Rounder	21	good	fair					1	10 00			5	yes	yes	
1582	Counter skiver	16	good	good									3	yes	no	7 50
1583	Counter skiver		good	good	8m	8m	rent		4	7 00			1	no	yes	
1584	Leveler	13	good	good	8	6	rent							yes	yes	20 00
1585	Lumper	13	good	fair	2	2								yes	yes	7 50
1586	Block hand	16	good	good	14	13			4	16 00				no	no	
1587	Shoe dresser	12	good	fair	25	8	rent		6	25 00				yes	yes	7 50
1588	Bottomer	17	good	good	17	17	rent							yes	yes	
1589	Turner				30	10							3	yes	yes	
1590	Turner	13	good	poor						3 00				no	yes	
1591	Turner	18	good	poor	8	15	rent		4					no	yes	7 00
1592	Sock-liner	16			5	5	own							yes	yes	7 00
1593	Sock-liner				4	4								no	yes	
1594	Sock-liner													no	yes	
1595	Operator	13			17	1m								yes	yes	
1596	Operator	12	good	poor	1	1				5 00	5 00			yes	yes	
1597	Operator	16	good	poor	13	5	rent		4	20 00			4	no	yes	
1598	Operator													yes	yes	
1599	Operator	13	good	good	6	2	rent							yes	yes	7 00
1600	Operator	18	good	good	8	6	own		7					yes	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, Etc.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.			From A. M.	To P. M.	Sick.	No Work.	Other Cause.
Shoemakers—Continued.																
1601	Packer	43	M	M	Ireland	34	3	\$3 00, day	\$579	\$1 58	7	5:45	40	90	18	5
1602	Packer	24	M	S	New York	3	3	2 50, day	610	1 67	7	5:30	30	15	54	
1603	Packer	26	M	S	Poland	3	8m	2 50, day			7	5:30	30			
1604	Packer	26	M	M	California			3 00, day	918	2 51	7	6	60			
1605	Laborer	64	M	M		31		2 00, day					45			
1606	Paster	17	F	S	United States			1 00, day			7	5:45	45			
1607	Trimmer	36	M	S	United States	6		5 00, day			7	5:30	30	90		
1608	Turned shoemaker	27	M	S	Canada	7		2 75, day	841	2 30	7	5:30	30			
1609	Turned shoemaker	38	M	M	Germany	8	4	3 00, day	738	2 22	7	5:30	30	30	15	15
1610	Turned shoemaker	49	M	M	Sweden	21	15	2 35, day	675	1 84	7	5:30	30			
1611	Turned shoemaker	28	M	S	Ohio	1	1	3 25, day	1,000	2 73	7	5:30	30			
1612	Laster	74	M	M	Ireland	57	24	1 25, day	668	1 01					11	
1613	Packer	55	M	S	Maine	22	7	7 00, week	298	81	7	5:30	30	15	52	35
1614	Shoefitter	21	F	S	California			8 00, week	284	77	7	5:30	30	15	52	26
1615	Finisher	48	M	S	United States	10	8	00, week	330	90			25	3	52	
1616	Machine operator	50	M	M	New Hampshire	31	14	00, week			7	5:30	30			
1617	Laster	42	M	S	United States											
1618	Fitter	20	F	S	Canada	17	17	7 00, week	298	81	7	5:30	30	14		36
1619	Boot treer	39	M	S	Ireland	27	21	9 00, week	306	83	7	5:30	30	102		
1620	Laster	34	M	S	England	18	18				7	5:30	30	60		
1621	Shoemaker	42	M	M	Norway	3	2	14 00, week	714	1 95	7	6	30			
1622	Finisher	60	M	S				7 00, week	266	72			78			
1623	Cutter	50	M	M				20 00, week	720	1 97	7	5:30	25			
1624	Cutter and patternmaker		M					6 00, week			7	5:30	30			
1625	Stock fitter	43	M	S	Maine	13	12	00, week	492	1 34	7	5:30	25	10	50	
1626	Stock fitter.	46	M	M		22	5	00, day			7	6	45			
Makers of Harness, Saddles, Etc.																
1627	Harness-maker	23	M	S	Alsace	7	5	2 25, day			7	6	60			
1628	Harness-maker	37	M	S	Massachusetts	7	7	2 00, day	402	1 10	7	6	60	75	30	
1629	Harness-maker	28	M	M				2 25, day	657	1 80	7	6	60	12		
1630	Saddler	39	M	M	Switzerland	3	3	2 00, day			7	5:30	30			
1631	Saddler	26	M	M	New York			4 00, day			7	5:30	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Employer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Shoemakers—Continued.														
1601	Packer	good	poor	33	33	rent	1	\$5 00			13	yes	yes	\$7 00
1602	Packer	good	fair	10	2							yes	yes	
1603	Packer	good	good	9	8	rent	4	12 00				yes	yes	17 00
1604	Packer	good	poor	9	9	rent	4	9 00			2	no	no	
1605	Laborer	good	good	2	2							yes	yes	
1606	Paster	good	good	5	5							yes	yes	
1607	Trimmer	good	fair	12	2							no	no	
1608	Turned shoemaker	good	good	24	7 m	rent	4	18 00			5	yes	yes	12 00
1609	Turned shoemaker	good	pass'ble	24	4	own	7				5	yes	yes	10 00
1610	Turned shoemaker	good	good	10	9 m							yes	yes	10 00
1611	Turned shoemaker	good	good	58	24		1	2 50				no	no	
1612	Laster	good	good	15	12							no	no	
1613	Packer	good	poor	3	3				7 00			no	no	
1614	Shoefitter	fair	fair	32	10 m				4 00			no	no	
1615	Finisher	good	good	5	6	own	8				3	no	yes	
1616	Machine operator	good	good	30								yes	yes	
1617	Laster	fair	fair	2	2							no	no	
1618	Fitter	good	good	15	14	rent	4	6 00			7	yes	yes	8 00
1619	Boot treer	good	good	20	1 m				\$5 00			no	yes	
1620	Laster	good	good	2	2	rent	4	12 00			1	yes	no	7 00
1621	Shoemaker	good	good	30	2 m							no	no	
1622	Finisher	good	good	40	20						6			10 00
1623	Cutter	good	good	16	2	rent	2	8 00				yes	no	
1624	Cutter and patternmaker	good	good	20	3 m							no	no	
1625	Stock fitter	good	good	16	2							yes	no	
1626	Stock fitter	good	good	18	18							no	no	
Makers of Harness, Saddles, Etc.														
1627	Harness-maker	good	good	30 m								no	yes	
1628	Harness-maker	good	poor	6 m	6 m				5 50			no	yes	
1629	Harness-maker	good	fair	9	1	rent	2	6 00			1	yes	yes	7 00
1630	Saddler	good	fair			rent	4	14 00				yes	no	
1631	Saddler	good	fair								3	yes	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California		Year	Daily Average	From A. M.	To P. M.		Sick	No Work	Other Cause.
1632	<i>Harness-makers, Etc.—Cont.</i>														
1632	Saddler		M	United States		3	\$2 75, day	\$814	\$2 23		5:30	30	10		
1633	Saddler	38	M	Germany							5:30	30			
1634	Saddler, foreman	40	M	Kentucky		5	4 00, day	1,280	3 50	7	5:30	30			
1635	Saddler	29	M	England			3 50, day			7	5:30		3		
1636	Saddler, foreman	40	M	Pennsylvania		10	4 60, day	1,200	3 28	7	5:35				
1637	Saddler	35	M	Maine		8	3 00, day	837	2 29	7	6	60	21		6
1638	Saddler	22	M	California			3 00, day			7	5:30	30	70		
1639	Saddler, apprentice	17	M				65, day			7	5:30	30			
1640	Saddler, apprentice	17	M	Mexico			1 50, day	459	1 25	7	5	30			
1641	Saddler	28	M	United States			3 00, day	910	2 49	7	5	30			
1642	Saddler	39	M	United States			2 75, day	764	2 09	7	5	30	17	11	
1643	Saddler	17	M	United States			1 00, day			7	5	30			
1644	Saddler	55	M	United States			3 50, day			7	5	30			
1645	Collar-maker	16	M	United States			75, day	1,029	2 81	7	5	30		12	
1646	Harness-maker	17	M	United States				229	62	7	5	30			
1647	Harness-maker	19	M	United States			1 50, day	459	1 25	7	5	30			
1648	Harness-maker	15	M	United States			1 00, day	306	83	7	5	30			
1649	Harness-maker	16	M	Italy			75, day	229	62	7	5	30			
1650	Harness-maker	16	M	United States			1 00, day	306	83	7	5	30			
1651	Harness-maker	15	M	United States			75, day			7	5	30			
1652	Harness-maker	17	M	United States			1 00, day	306	83	7	5	30			
1653	Harness-maker	45	M	Germany			2 50, day	740	2 02	7	5	30	10		
1654	Harness-maker	24	M	United States			2 00, day	612	1 67	7	5	30			
1655	Harness-maker	32	M	Poland			2 75, day	792	2 17	7	5	30	18		
1656	Harness-maker	27	M	United States			2 00, day	572	1 56	7	5	30		20	
1657	Harness-maker	35	M	United States			2 75, day	811	2 22	7	5	30	11		
1658	Harness-maker	19	M	United States			2 00, day	662	1 68	7	5	30			
1659	Harness-maker	35	M	United States			2 50, day	725	1 98	7	5	30		16	
1660	Harness-maker	24	M	United States			2 50, day	725	1 98	7	5	30			
1661	Harness-maker	18	M	United States			30 00, m th	250	68	7	6	60	1		1/4
1662	Harness-maker	18	M	United States			5 00, week	242	66	7	6	60	15		
1663	Harness-maker	18	M	United States			6 00, week			7	6	60	10		
1664	Harness-maker	25	M	United States			3 00, day			7	6	60			
			M	United States			2 75, day	800	2 19	7	6	60			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...		Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Employer.....	Rent.....	Board.....			Board and Lodging..	Beneficial Associat'ns	Labor Organizat'ns.				
<i>Harness-makers, Etc.—Cont.</i>																
1632	Saddler	8	good	40	18 m	rent	3				\$5 00		1	no	no	
1633	Saddler	14	good	24	2	own	9				5 00				no	
1634	Saddler, foreman	16	good	13											no	
1635	Saddler	15	good	23	30 m	rent	4			\$18 00			2	yes	no	\$7 50 Dr. & Med.
1636	Saddler, foreman	17	good	14	3	rent	4			14 00			1	yes	yes	7 50 Dr. & Med.
1637	Saddler	13	good	7	7								1	yes	no	7 00
1638	Saddler	14	good	1	1										no	
1639	Saddler, apprentice	15	good	1	1										no	
1640	Saddler, apprentice	16	good	4	4										no	
1641	Saddler	13	good	4	4										yes	
1642	Saddler	16	good	14	6	own	6						3	yes	yes	
1643	Saddler															
1644	Saddler	14	good	30	5	rent	6						5	yes	no	9 00
1645	Collar-maker	13	good	2	1								1			
1646	Harness-maker	14	good	3	1											
1647	Harness-maker	17	good	2	1									no	no	
1648	Harness-maker			2	6 m											
1649	Harness-maker															
1650	Harness-maker															
1651	Harness-maker															
1652	Harness-maker	14	good	28	5	own	5							yes		10 00
1653	Harness-maker		good		2								2	yes	yes	8 00
1654	Harness-maker		good	18	3									yes	yes	10 00
1655	Harness-maker		good		18 m	own	4						1	yes	yes	10 00
1656	Harness-maker	16	good	12	1							\$5 00		yes	yes	10 00
1657	Harness-maker	14	good		4							4 00				
1658	Harness-maker	13	good		4									yes	yes	8 00
1659	Harness-maker	16	good	8	3									yes	yes	
1660	Harness-maker	16	good	2	2									no	no	
1661	Harness-maker	16	good	18 m	18 m											
1662	Harness-maker	16	good	2	2											
1663	Harness-maker	22	good	30	1	rent				22 50			5		no	
1664	Harness-maker	14	good	12	7	rent	5						2	yes	no	10 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Average.			Sick.	No Work.	Other Cause.
Harness-makers, Etc.—Cont.															
1665	Harness-maker	18	M	S	United States.			\$1 00, day			7	5:30	30		
1666	Harness-maker	41	M	S	Sweden	17		2 75, day			7	5:30	30		
1667	Harness-maker	39	M	S	Ireland	30		2 75, day			7	5:30	30		19
1668	Harness-maker							10 00, week					60		
1669	Harness-maker	24	M	S	United States.	24	24	2 50, day	\$7 65	\$2 09	7	5:35	30		
1670	Harness-maker	48	M	S	United States.			2 50, day			7	5:30	30	130	
1671	Harness-maker				United States.	25	20				7	6	50		
1672	Harness-maker				United States.	29	14	2 75, day			7	5:35	30		
1673	Harness-maker	32	M	S	United States.	22	22	2 50, day			7	5:30	30		
1674	Harness-stitcher	32	M	S	United States.	20	10	2 00, day			7	6	60	26	
1675	Harness-maker	30	M	S							7	5:30	30		
1676	Harness-maker	18	M	S	New York	18	15	2 00, day	5 64	1 54	7	5:35	30	24	
1677	Harness-maker	20	M	S	United States.	20	12	4 00, week		29	7	5:35	30	14	
1678	Harness-maker	21	M	S	United States.			2 00, day			7	6	60		25
1679	Harness-maker	26	M	S	Ohio		2	2 35, day			7	6	60	65	30
1680	Harness-maker	20	M	S	United States.			2 25, day			7	6	60	5	90
1681	Harness-maker	20	M	S							7	6	30	6	
1682	Harness-maker	33	M	M				3 00, day			7	6	60	40	
1683	Harness-maker	24	M	S	United States.		15m	2 25, day			7	6	60		14
1684	Harness-maker	38	M	S	Canada	16	2	10 00, week			7	5:30	30	60	
1685	Harness-maker	23	M	S	Denmark	8	8	2 00, day	5 00	1 37	7	5:30	30	10	14
1686	Harness-maker	39	M	S	New York		25	2 00, day	6 00	1 64	7	6	60	52	50
1687	Harness-maker				Ireland		20	2 00, day			7	6	60	30	
1688	Horse-boot maker				California			2 00, day			7	6	60		
1689	Harness-maker	17	M	S	California			2 50, day			7	6	50		
1690	Harness-maker	27	M	M	Germany			1 75, day			7	5:30	30		
1691	Harness-maker	48	M	S	England	40	3	2 00, day		82	7	5:30	30	150	
1692	Harness-maker	30	M	S	United States.		12	10 00, week	4 98	1 36	7	5:30	30	1	
1693	Harness-maker	23	M	S	United States.	23	23	11 50, week			7	5:30	30	52	
1694	Harness-maker	25	M	S	California			7 00, week			7	5:30	30		
1695	Harness-maker	23	M	M	Mexico						7	5:30	30		
1696	Harness-maker	32	M	S	United States.	10	18	2 50, day			7	5:30	30		
1697	Harness-maker		M		Germany						7	6	50		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.	Years Engaged.	Own or Rent Home	Number of Rooms.	Amount Paid for	Others Supported..	Member of	Weekly Benefits.
			Then.....	Present Em- ployment.			Rent.....		Beneficial Associat'ns	Labor Or- ganizat'ns
1685	Harness-maker	16	good	2	2			5	no	\$18 00
1686	Harness-maker	16	good						yes	
1687	Harness-maker	18	good	40	2 w 13 m		\$4 00		yes	
1688	Harness-maker	18	good	7		1	\$7 00		no	7 50
1689	Harness-maker	14	poor	8				3	yes	
1690	Harness-maker	11	good						no	
1691	Harness-maker	16	good		18 m					
1692	Harness-maker	17	good	15	6 m		4 00		yes	
1693	Harness-stitcher	15	good	5	3 m		5 00	5	yes	
1694	Harness-maker	16	good	4						
1695	Harness-maker	14	fair	18 m	11 m				no	
1696	Harness-maker	17	good	5	3 m		20 00		no	
1697	Harness-maker	17	good	10	2		15 00	1	yes	
1698	Harness-maker	20	good	7	5 m				no	
1699	Harness-maker	13	good	1 m		4			yes	
1700	Harness-maker	17	good	5 m	rent		20 00		yes	
1701	Harness-maker	18	good	10	6 m		4 00		no	3 00
1702	Harness-maker	14	good						yes	
1703	Harness-maker	20	good	4	18 m	1	4 50		yes	
1704	Harness-maker	22	good	18	21 m		5 00	2	yes	
1705	Harness-maker	10	good						no	
1706	Horse-boot maker	12	good	5	7 m		5 00		yes	
1707	Harness-maker	9	good	12	4 m		8 00		no	
1708	Harness-maker	20	good	25	18 m		3 50	6	yes	12 50 Dr. & Med.
1709	Harness-maker	12	fair	3	2		18 00		no	
1710	Harness-maker	18	good	1	1		6 00		no	
1711	Harness-maker	14	good	4	6 m				yes	7 00
1712	Harness-maker	20	good	9	5				no	
1713	Harness-maker	16	poor	8	4 m	4	8 00		yes	
1714	Harness-maker	15	good	6	2		5 00		yes	
1715	Harness-maker		good						no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.			From A. M.	To P. M.	Sick.	No Work.	Other Cause.
<i>Harness-makers, Etc.—Cont.</i>																
1698	Harness-maker	66	M	M	Germany	11	11	\$1 50, day			5	5	30	6		36
1699	Harness-maker	37	M	M	Ireland	19	15	3 00, day			7	5:30	30			
1700	Harness-maker	30	M	M	England	30	22	22 50, week			7	6	50			
1701	Harness-maker	34	M	M	United States	5	5				7	5:30	30			
1702	Harness-cutter	37	M	S	New Jersey	5	5	3 50, day			7	5:30	30		2	
1703	Harness-maker	51	M	S	Maine			4 00, day	\$1,000	\$2 73	7	5:30	30			
1704	Harness-cutter	35	M	S	Iowa	35	4	21 00, week	1,064	2 91	7	5:30	30		2	
1705	Harness-cutter	32	M	M	Nova Scotia			4 00, day			7	5:35	30		78	
1706	Harness-cutter	24	M	M	California			3 00, day	1,224	3 35	7	5:30	30		2	4
1707	Harness-cutter, foreman	38	M	M	Germany	19	16	4 00, day	900	2 46	7	6	50		6	
1708	Case-maker	38	M	M	Tennessee	20	20	3 00, day			7	6	50			
1709	Whip-maker		M	S	United States	2	6	6 00, week			7:30	5:30	30			
1710	Sweat-pad maker	34	F	S	California			2 00, day			7	5:30	30			
1711	Collar-maker	23	M	S	Maine			9 00, week	378	1 03	7	5:30	30		2	52
1712	Collar-maker	63	M	M	United States	25	23	8 00, week			7	6	30		30	36
1713	Collar-maker	25	M	M	Germany	2	2	4 50, week			7:15	5:10	30			
1714	Collar-stuffer	15	M	S	Mexico	14	14				7	6	60		52	
1715	Horse-boot maker	21	M	S	Massachusetts	25	3	15 00, week	690	1 91	7	6	60		30	
1716	Horse-boot maker	25	M	S	Mexico	15	15	2 00, day			7	6	60			
1717	Horse-boot maker	19	M	S	Mexico						7	6	60		30	
<i>Trunk-makers.</i>																
1718	Trunk-maker	18	M	S	California			8 00, week			9½	h	60			
1719	Trunk-maker	25	M	M	California			3 00, day			9½	h	60			
1720	Trunk-maker	18	M	S	California			1 00, day			9½	h	60			
1721	Trunk-maker	19	M	S	California			5 00, week			9½	h	60			
1722	Trunk-maker, apprentice	16	M	S	California			3 00, week			9½	h	60		11	
1723	Trunk-liner	16	F	S	California			90, day			9½	h	60			
1724	Trunk-liner	16	F	S	California			75, day			9½	h	60			
1725	Finisher	19	F	S	California			2 00, day			9½	h	60			
1726	Trunk-liner	19	F	S	California			1 25, day			9½	h	60			
1727	Trunk-liner	21	F	S	California			1 35, day			9½	h	60			
1728	Trunk-liner	16	F	S	California			1 95, day			9½	h	60		6	60

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work	Health.	Years Engaged.	Own or Rent Home	Number of Rooms.	Amount Paid for	Others Supported..	Member of	Weekly Benefits.
			Then..... Now	Present Em- ployment. Present Em- ployer			Rent..... Board... Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns
	<i>Harness-makers, Etc.—Cont.</i>									
1698	Harness-maker	18	good	poor	rent	3	\$16 00	3	yes	no
1699	Harness-maker	12	good	good	rent	5	15 00	3	yes	yes
1700	Harness-maker	16	good	good						
1701	Harness-maker	14	good	good						
1702	Harness-cutter	16	good	good			\$6 50		yes	no
1703	Harness-maker	17	good	good					yes	no
1704	Harness-maker	14	good	good					yes	no
1705	Harness-cutter	13	good	good					yes	no
1706	Harness-cutter	14	good	fair	rent	4	14 00	4	yes	yes
1707	Harness-cutter, foreman	17	good	good					yes	no
1708	Case-maker	18	poor	poor	own	6		6	yes	no
1709	Whip-maker	20			own	7		3	yes	no
1710	Sweat-pad maker	24			own				no	yes
1711	Collar-maker	15	good	good	10 m			2	yes	no
1712	Collar-maker	13	good	good	5			2	no	no
1713	Collar-maker	15	good	good	5		16 00	2	no	no
1714	Collar-stuffer	14	good	good	6 m					
1715	Horse-boot maker	18	good	good	4 m	1	12 00			yes
1716	Horse-boot maker	15	good	good	9				no	yes
1717	Horse-boot maker	15	good	good	4		5 00	2	yes	
	<i>Trunk-makers.</i>									
1718	Trunk-maker	13	good	good	rent					no
1719	Trunk-maker	15	good	good			\$5 50		no	no
1720	Trunk-maker	15							no	no
1721	Trunk-maker						5 00		no	no
1722	Trunk-maker, apprentice	14	good	good						
1723	Trunk-liner	14	good	good					no	no
1724	Trunk-liner	15	good	good					no	no
1725	Finisher	13	good	good					yes	no
1726	Trunk-liner	14	good	good	15 m				no	no
1727	Trunk-liner	14	good	good	1				no	no
1728	Trunk-liner	14	good	good	2				no	no

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California ..		Year	Daily Aver- age		Sick	No Work	Other Cause.
<i>Trunk-makers—Continued.</i>														
1729	Trunk-liner	17	F	S	California			\$0 66, day			60			
1730	Trunk-maker	21	M	S	California			2 50, day			60			
1731	Trunk-maker	18	M	S	California			1 33, day			60			
1732	Trunk-maker	16	M	S	California			67, day			60			
1733	Cutter	52	M	S	Ireland			2 75, day			60	60		
1734	Foreman	42	M	M	Canada	41		5 00, day			60			
1735	Trunk-maker	29	M	M	New York			2 50, day			60			
1736	Trunk-maker	46	M	S	Germany	31		2 00, day			60			
1737	Trunk-maker	30	M	S	New York			2 00, day			60			
1738	Trunk-maker	22	M	S	Wisconsin			2 50, day			60			
1739	Trunk-maker	30	M	S	Wisconsin			2 25, day			60			
1740	Trunk-maker	17	M	S	California			1 00, day			60			
1741	Trunk-maker	38	M	M	California			2 00, day			60			
1742	Trunk-maker	26	M	S	California			2 50, day			60			
1743	Trunk-maker	35	M	S	Maine			1 75, day			60	9		
1744	Trunk-maker	41	M	M	Massachusetts			2 25, day			60			
1745	Trunk-maker	27	M	S	Oregon			1 65, day			60	5		
1746	Trunk-maker	26	M	S	California			2 00, day			60	21		
1747	Trunk-maker	24	M	S	California			1 75, day			60			
1748	Trunk-maker	18	M	S	California			1 40, day			60			
1749	Trunk-liner	19	F	S	California			1 00, day			60	11		
1750	Trunk-liner	18	F	S				1 25, day			60	13		
1751	Trunk-liner	21	F	M	Indiana			1 50, day			60			
1752	Boxmaker	28	M	S	New York			2 50, day			60	60		
1753	Boxmaker	19	M	M	England			2 00, day			60			
1754	Boxmaker	33	M	M	California	6		2 25, day			60			
1755	Shipping clerk	20	M	S	California			2 00, day			30	6		
<i>Brewery Workmen.</i>														
1756	Maltster	30	M	S	Ireland	11		9 15 00, week	\$440 00	\$2 09	60	130		
1757	Foreman brewer	34	M	S	Germany	16		4 23 00, week	1,173 00	3 21	60	6		
1758	Maltster	44	M	M	Ireland	26		14 16 80, week	856 80	2 34	60	7		
1759	Cooper	27	M	M	Russia	8		3 20 00, week	1,020 00	2 79	60	7		

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
<i>Trunk-makers—Continued.</i>														
1729	Trunk-liner	good	good	3 m	3 m							no	no	
1730	Trunk-maker	good	good	6	6				\$5 00			no	no	
1731	Trunk-maker	good	good	4	4							no	no	
1732	Trunk-maker	good	good	2 m	2 m	own					4	no	no	
1733	Cutter	good	good	38	30 m						4	yes	no	\$7 00
1734	Foreman	good	good		5 w							no	no	10 00
1735	Trunk-maker	good	good	4 m	1 m	rent	6	\$25 00				no	no	
1736	Trunk-maker	good	good		6		6					no	no	
1737	Trunk-maker	good	good		9				5 00			yes	no	
1738	Trunk-maker	good	good		7				5 00			no	no	
1739	Trunk-maker	good	good		6 m				5 00			no	no	
1740	Trunk-maker	good	good		7 m				5 00			no	no	
1741	Trunk-maker	good	good	7 m	2	rent	3	10 00			2	yes	no	10 00
1742	Trunk-maker	good	good		1				5 00			yes	no	7 00
1743	Trunk-maker	good	good		3							yes	yes	10 00
1744	Trunk-maker	good	good	23	22	rent					4	no	no	
1745	Trunk-maker	good	good	3								no	no	
1746	Trunk-maker	good	good	6	3				4 75			no	no	
1747	Trunk-maker	good	good	5	2				6 00			no	no	
1748	Trunk-maker	good	good	4	4				5 00			yes	no	
1749	Trunk-liner	good	good		2				6 00			no	no	
1750	Trunk-liner	good	good	2	13 m							no	no	
1751	Trunk-liner	poor	poor	4	30 m							no	no	
1752	Boxmaker	good	good	5	30 m	rent	2	7 00			2	no	no	
1753	Boxmaker	good	good	3	3				7 00			yes	no	1 25
1754	Boxmaker	good	good		8							yes	yes	10 00
1755	Shipping clerk				3				3 00			yes	no	10 00
<i>Brewery Workmen.</i>														
1756	Maltster	good	good	14	5				6 00			yes	yes	12 00
1757	Foreman brewer	good	good	17	4				7 00			yes	yes	10 00
1758	Maltster	good	good	13	6	rent	5	16 00			6	yes	yes	17 00
1759	Cooper	good	good	11	1	own	3				2	yes	yes	20 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.		
						U. S.	California ..		Year	Daily Aver- age			From A. M. . .	To P. M.	Sick .....	No Work.....	OtherCause.
Brewery Workmen—Cont.															
1760	Washer	38	M	M	Germany	13	5	\$15 00, week	\$765	\$2 09	7	5	60		
1761	Brewer	42	M	M	Germany	3	3	16 00, week	816	2 23	7	5	60		
1762	Cooper	45	M	M	Germany	20	13	15 00, week	765	2 09	7	5	60		
1763	Bartender	39	M	M	Germany	20	6	14 00, week	714	1 95	7	5:30	60		
1764	Foreman brewer	34	M	S	Germany	16	4	23 00, week	1,173	3 21	7	6	60		
1765	Driver	27	M	M	Denmark			20 00, week	1,020	2 79					
1766	Cooper	37	M	M	Sweden	5	5	18 00, week	918	2 51	7	5	60		
1767	Brewer	33	M	S	Germany			16 00, week	816	2 23	7	5	60		
1768	Cooper	26	M	M	Germany	4	4	16 80, week	856 80	2 34	7	5	60		
1769	Brewer	49	M	M	Germany	35	19	15 00, week	765	2 09	7	5	60		
1770	Driver	32	M	S	Germany	4	4		918	2 51					
1771	Foreman brewer	56	M	M	Germany	24	16	300 00, mo	3,600	9 87					
1772	Driver	40	M	S	Ireland	24	18	95 00, mo	1,140	3 40					
1773	Brass finisher	35	M	M	Germany	13	7	12 00, week	364	1 00	7	5	60	40	84
1774	Maltster	31	M	S	Ireland	12	5	16 80, week	638	1 74	7	5	60	78	
1775	Maltster	32	M	M	Germany	4		16 80, week	565	1 54	7	5	60		104
1776	Cellarman	28	M	S	Ireland	1	1	80 00, mo	856 80	2 34	7	5	60		
1777	Cooper	45	M	M	Ireland	20	14	15 00, week	660	1 80	7	5	60		42
1778	Foreman brewer	45	M	M	Germany	25	17	275 00, mo	3,300	9 41					
1779	Maltster	44	M	S	Ireland	26	14	16 80, week	856 80	2 34	7	5	60		
1780	Chief engineer	31	M	M	Germany	8	6	5 00, day	1,580	4 19	7	6	60		
1781	Fireman	41	M	M	Germany	11		16 00, week	408	1 11	7	6	60	6 m	
1782	Engineer	45	M	M	Scotland	25	14	82 50, mo	940	2 71	7	6	60		
1783	Brewer	27	M	M	Germany	10	3	16 80, week	856 80	2 34	7	5	60		
1784	Wiper	24	M	S	Germany	1	1	12 00, week	612	1 67	7	5	60		
1785	Blacksmith's helper	21	M	S	Germany	4		12 00, week	612	1 67	7	5	60		
1786	Washer	29	M	M	Germany	5	1	15 00, week	765	2 09	7	5	60		
1787	Brewer	24	M	S	Germany	1	1	16 80, week	856 80	2 34	7	5	60		
1788	Brewer	26	M	S	Germany	7	2	16 80, week	856 80	2 34	7	5	60		
1789	Brewer	47	M	S	Germany	24	12	16 80, week	554	1 51	7	5	60		108
1790	Washer	48	M	M	Germany	23	8	15 00, week	465	1 27	7	5	60	120	26
1791	Brewer	29	M	S	Germany	3	3	16 80, week	638	1 74	7	5	60	52	
1792	Maltster	35	M	M	Germany	8	2	16 80, week	856 80	2 34	7	5	60		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Brewery Workmen—Cont.															
1760	Washer	18	good	good	15	1	rent	5	\$15 00	---	---	1	---	yes	\$10 00
1761	Brewer	15	good	good	20	6 m	rent	2	11 00	---	---	1	yes	yes	15 00
1762	Cooper	16	good	good	18	---	rent	3	20 00	---	---	2	yes	yes	10 00
1763	Bartender	14	good	good	---	1	own	6	---	---	---	5	yes	yes	10 00
1764	Foreman brewer	15	good	good	16	2	rent	3	12 00	---	\$7 00	---	yes	yes	10 00
1765	Driver	16	good	good	---	3	rent	4	13 00	---	---	3	yes	yes	17 00
1766	Cooper	17	good	fair	15	2	rent	4	---	---	---	3	---	yes	---
1767	Brewer	15	good	good	8	3	---	---	---	---	6 00	---	---	yes	---
1768	Cooper	14	good	good	---	---	rent	4	11 00	---	---	2	yes	yes	10 00
1769	Brewer	18	good	fair	10	11 m	rent	4	13 00	---	---	2	yes	yes	20 00
1770	Driver	19	good	good	---	10 m	rent	4	---	---	5 00	---	---	yes	---
1771	Foreman brewer	16	good	fair	35	2	own	---	---	---	---	1	yes	yes	40 00
1772	Driver	18	good	good	3	9 m	---	---	---	---	5 00	---	---	---	---
1773	Brass finisher	20	good	fair	---	---	rent	---	---	---	---	2	yes	---	---
1774	Maltster	15	good	fair	10	4 m	rent	---	---	---	4 50	---	---	---	---
1775	Maltster	16	good	fair	16	5 m	rent	4	14 00	---	---	3	yes	yes	10 00
1776	Cellarman	21	good	good	1	1	---	---	---	---	5 00	---	---	---	---
1777	Cooper	17	good	good	20	---	rent	3	18 00	---	---	2	yes	yes	15 00
1778	Foreman brewer	18	good	good	29	8	rent	5	30 00	---	---	6	yes	yes	20 00
1779	Maltster	17	good	good	---	---	rent	---	---	---	4 50	---	yes	yes	24 00
1780	Chief engineer	18	good	good	10	5	rent	6	27 00	---	---	3	yes	yes	10 00
1781	Fireman	17	good	good	4	6 m	---	---	---	---	5 00	---	yes	yes	10 00
1782	Engineer	14	good	good	16	1 m	rent	5	15 00	---	---	4	yes	---	8 00
1783	Brewer	15	good	good	9	---	rent	4	13 00	---	---	3	yes	yes	5 00
1784	Wiper	17	good	good	1	1	---	---	---	---	5 00	---	---	---	---
1785	Blacksmith's helper	16	good	good	2	2	---	---	---	---	4 50	---	---	---	---
1786	Washer	14	good	fair	11	16 m	rent	2	10 00	---	---	3	---	yes	10 00
1787	Brewer	13	good	fair	10	2	---	---	---	---	6 00	---	yes	yes	18 00
1788	Brewer	16	good	good	8	1	---	---	---	---	5 00	---	yes	yes	9 00
1789	Brewer	14	good	good	20	6 m	---	---	---	---	---	---	yes	yes	---
1790	Washer	18	good	good	18	1	rent	3	9 00	---	---	---	yes	yes	---
1791	Brewer	17	good	fair	11	2	---	---	---	---	6 00	---	yes	yes	8 00
1792	Maltster	16	good	good	15	---	rent	3	10 00	---	---	3	yes	yes	---

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, Etc.—Continued.

No.	Occupation.	Age. Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
					U. S.	California ..		Year	Daily Aver- age			From A. M. ...	To P. M.	Sick	No Work .....	Other Cause.
Brewery Workmen—Continued.															
1793	Carpenter	48	M	Germany	32	11	\$3 00, day	\$918 00	\$2 51	8	5	60	—	—	—
1794	Brewer	21	M	Germany	3	3	11 00, week	561 00	1 53	7	5	60	—	—	—
1795	Brewer	26	M	Germany	7	4	16 80, week	856 80	2 34	7	5	60	—	—	—
1796	Brewer	37	M	Cuba	7	2	20 00, week	1,020 00	2 79	7	5	60	—	—	—
1797	Stableman	34	M	Germany	9	7	16 80, week	856 80	2 34	7	5	60	—	—	—
1798	Cooper	28	M	Germany	7	1	18 00, week	690 00	1 89	7	5	60	52	—	24
1799	Cooper	20	M	Alsace	5	2	16 00, week	816 00	2 23	7	5	60	—	—	—
1800	Brewer	28	M	United States	8	5	16 80, week	856 80	2 34	7	5	60	—	—	—
1801	Brewer	34	M	Switzerland	8	3	16 80, week	492 00	1 34	7	5	60	130	—	—
1802	Washer	24	M	Switzerland	7	—	15 00, week	690 00	1 80	7	5	60	—	—	—
1803	Washer	23	M	Germany	6	—	15 00, week	765 00	2 09	7	5	60	—	—	—
1804	Maltster	42	M	Germany	32	18	16 80, week	856 80	2 34	7	5	60	—	—	—
1805	Brewer	30	M	Switzerland	9	3	16 80, week	856 80	2 34	7	5	60	—	—	—
1806	Cellar boss	47	M	Germany	12	7	16 80, week	856 80	2 34	7	5	60	—	—	—
1807	Cooper	29	M	Germany	9	—	16 00, week	688 00	1 88	7	5	60	6	42	—
1808	Brewer	40	M	Germany	20	—	15 00, week	405 00	1 10	7	5	60	144	—	—
1809	Stableman	32	M	Germany	8	3	16 80, week	772 80	2 11	6	7	60	30	—	—
1810	Brewer	49	M	Germany	23	8	16 80, week	856 80	2 34	7	5	60	—	—	—
1811	Brewer	25	M	Germany	8	7	16 80, week	856 80	2 34	7	5	60	—	—	—
1812	Brewer	29	M	Germany	11	3	16 80, week	856 80	2 34	7	5	60	—	—	—
1813	Brewer	26	M	Germany	12	4	16 80, week	711 00	1 94	7	5	60	52	—	—
1814	Brewer	30	M	Germany	10	7	16 80, week	856 80	2 34	7	5	60	—	—	—
1815	Stableman	36	M	Massachusetts	4	10	16 80, week	856 80	2 34	7	5	60	6 mo	—	—
1816	Brewer	23	M	Germany	4	4	16 80, week	428 40	1 17	7	5	60	—	—	—
1817	Washer	50	M	Germany	20	9	15 00, week	765 00	2 09	7	5	60	—	—	—
1818	Brewer	23	M	Germany	9	4	16 80, week	856 80	2 34	7	5	60	—	—	—
1819	Brewer	33	M	Germany	13	5	16 80, week	856 80	2 34	7	5	60	—	—	—
1820	Brewer	35	M	Germany	11	4	16 80, week	856 80	2 34	7	5	60	—	—	—
1821	Brewer	35	M	Switzerland	9	6	16 80, week	856 80	2 34	7	5	60	—	—	—
1822	Brewer	32	M	Germany	5	5	16 80, week	638 00	1 74	7	5	60	78	—	—
1823	Brewer	37	M	Germany	20	9	16 80, week	856 80	2 34	7	5	60	—	—	—
1824	Bartender	32	M	Germany	6	6	14 00, week	714 00	1 95	7	5	60	—	—	—
1825	Brewer	24	M	Germany	1	1	16 80, week	518 00	1 41	7	5	60	35	86	—

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer...			Rent.....	Board....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
1793	Carpenter	17	good	good	24	14 m	rent	6	\$22 00		\$4 50	7	yes	yes	\$20 00
1794	Brewer	14	good	fair	5						5 00		yes	yes	
1795	Brewer	17	good	good	9								yes	yes	
1796	Brewer	12	good	good	20	3	rent	4	14 00						
1797	Stableman	18	good	good	9	5	rent	11	28 00				yes	yes	10 00
1798	Cooper	13	good	fair	13	11 m					5 00		yes	yes	
1799	Cooper	16	good	good	8	3									
1800	Brewer	14	good	good	12	4	rent	5	15 00		5 00		yes	yes	
1801	Brewer	18	good	good	14		rent	3	10 00				yes	yes	10 00
1802	Washer	19	good	good		5					5 00		yes	yes	10 00
1803	Washer	15	good	good	7						4 50		yes	yes	17 00
1804	Maltster	14	good	good									yes	yes	8 50
1805	Brewer	15	good	good	25		rent	3	8 00				yes	yes	
1806	Cellar boss	13	good	good	8	2	rent	3	12 00						
1807	Cooper	14	good	fair	20	1	rent	4	16 00		6 00		yes	yes	9 00
1808	Brewer	16	good	fair	14	1							yes	yes	10 00
1809	Stableman	20	good	good	18	6 m	rent	4	15 00				yes	yes	10 00
1810	Brewer	17	good	good	6	3	rent	3	15 00				yes	yes	10 00
1811	Brewer	15	good	good	9	1									
1812	Brewer	14	good	good	11	2 m	rent	3	14 00		6 00		yes	yes	
1813	Brewer	17	good	fair	9	3 m	rent	4	18 00				yes	yes	
1814	Brewer	15	good	good	11	18 m					6 00		yes	yes	
1815	Stableman	17	good	good	14	2							yes	yes	
1816	Brewer	18	good	fair	6	16 m					6 00		yes	yes	
1817	Washer	15	good	fair	20	2					5 00		yes	yes	
1818	Brewer	13	good	good	4	4 m					6 00		yes	yes	17 50
1819	Brewer	16	good	good	9	1	rent	3	12 50				yes	yes	7 50
1820	Brewer	12	good	good	14	2	rent	3	11 00		6 00		yes	yes	10 00
1821	Brewer	13	good	good	13	4 m							yes	yes	
1822	Brewer	17	good	fair	8	6 m	rent	5	12 00				yes	yes	17 50
1823	Brewer	18	good	fair	7	4	rent	3	15 00				yes	yes	17 00
1824	Barltender	20	good	good	3	3	rent	3	12 00				yes	yes	
1825	Brewer	15	good	good	4	1					6 00		yes	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nationality.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Average.			Sick.	No Work.	Other Cause.
Brewery Workmen—Continued.															
1826	Brewer.	45	M	S	Germany	22	16	\$15 00, week	\$645 00	\$1 76	7	5	60	48	
1827	Apprentice brewer.	22	M	S	California	8		9 00, week	459 00	1 25	7	5	60	14	
1828	Cooper	29	M	S	Germany	25	3	25 00, week	1,216 00	3 33	7	5	60		
1829	Hostler	40	M	M	Germany	28	10	16 80, week	856 80	2 34	6	6	60		
1830	Cellarman.	28	M	M	Ireland	28	9	2 80, day	856 80	2 34	7	5	60		
1831	Brewer	27	M	S	Switzerland	7	4	16 80, week	856 80	2 34	7	5	60		
1832	Brewer	35	M	S	Germany	5	5	16 80, week	856 80	2 34	7	5	60		
1833	Maltster.	29	M	S	Germany	4		2 80, day	856 80	2 34	7	5	60		
1834	Cellarman.	43	M	M	Germany	9		80 00, mo	960 00	2 34	7	5	60		
1835	Brewer.	26	M	M	Germany	17	4	15 00, week	705 00	2 09	7	5	60		
1836	Cellar foreman.	35	M	S	Germany	5	5	25 00, week	1,166 00	3 23	7	5	60	26	
1837	Cooper.	50	M	S	Germany	27	18	15 00, week	542 00	1 49	7	5	60	11	78
1838	Plumber.	42	M	M	Portugal	24	9	16 00, week	816 00	2 23	7	5	60	12	
1839	Brewer.	29	M	S	Austria	7	5	16 80, week	823 00	2 25	7	5	60		
1840	Apprentice brewer.	18	M	S	California.	10		11 00, week	561 00	1 27	7	5	60		
1841	Fireman	30	M	S	Switzerland	9		16 00, week	720 00	1 97	7	5	60	36	
1842	Cooper	29	M	S	Switzerland	9	4	18 00, week	918 00	2 51	7	5	60		
1843	Brewer.	26	M	S	Germany	8	3	16 80, week	856 80	2 34	7	5	60		
1844	Brewer.	36	M	M	Germany	11	2	16 80, week	789 00	2 16	7	5	60	24	
1845	Cellarman.	60	M	M	Ireland	30	21	16 80, week	856 80	2 34	7	5	60		
1846	Brewer.	33	M	S	Germany	3	3	17 00, week	433 00	1 18	7	5	60	19	153
1847	Brewer's helper	24	M	S	Ireland	8	4	16 00, week	816 00	2 23	7	5	60		
1848	Carpenter	22	M	M	Ireland	27	16	21 00, week	1,071 00	2 93	8	5	60		
1849	Cellarman.	51	M	S	United States.			80 00, mo	960 00	2 34	7	5	60		
1850	Apprentice brewer.	40	M	S	California.	6		9 00, week	459 00	1 25	7	5	60		
1851	Cooper.	29	M	M	Germany	27	15	15 00, week	765 00	2 09	7	5	60		
1852	Cooper	40	M	S	Germany	11		16 80, week	856 80	2 34	7	5	60		
1853	Blacksmith	35	M	S	Germany	6	6	16 80, week	856 80	2 34	7	5	60		
1854	Apprentice brewer.	17	M	S	Germany	1	1	9 00, week	459 00	1 25	7	5	60		
1855	Cooper	57	M	S	Germany	22	9	18 00, week	918 00	2 51	7	5	60		
1856	Driver.	34	M	S	Germany	5	5	23 00, week	1,173 00	3 21	7	5	60		
1857	Cooper	28	M	S	Germany	8	5	3 00, day	918 00	2 51	7	5	60		
1858	Brewer.	32	M	M	Germany	11	11	2 80, day			7	5	60		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Brewery Workmen—Continued.															
1826	Brewer.....	16	good	bad	4	4	rent	3	\$11 00	\$6 00	2	yes	yes		
1827	Apprentice brewer	18	good	good	9	4				6 00		yes	yes	\$14 00	
1828	Cooper.....	16	good	good		1	rent	6	25 00		2	yes	yes	19 00	
1829	Hostler.....	17	good	good		4	rent	4	16 00		4				
1830	Cellarman	16	good	good	9	4									
1831	Brewer.....	14	good	fair	8	6 m				5 00					
1832	Brewer.....	15	good	good	14	4				5 00		yes			
1833	Maltster.....	16	good	good	10					6 00					
1834	Cellarman.....	22	good	good	11	8 m	rent	4	15 00		3	yes	yes	6 00	
1835	Brewer.....	19	good	good	6	1	rent	3	13 00	6 00	2				
1836	Cellar foreman	16	good	good	14	6				6 50		yes	yes	10 00	
1837	Cooper.....	19	good	good	28	7 m		4			4	yes	yes	8 00	
1838	Plumber.....	18	good	fair	18	9	own			5 00		yes	yes	10 00	
1839	Brewer.....	15	good	good	8							yes	yes		
1840	Apprentice brewer	18													
1841	Fireman.....	17	good	fair	18 m					5 00		yes	yes	10 00	
1842	Cooper.....	18	good	good	12					6 00		yes	yes	10 00	
1843	Brewer.....	14	good	good	7	1				6 00		yes	yes		
1844	Brewer.....	16	good	good	9	5 m	rent	6	18 00		6	yes	yes	16 00	
1845	Cellarman.....	14	good	good	30	30	own	4			5	yes	yes	17 00	
1846	Brewer.....	13	good	fair	8	6 m					6	yes			
1847	Brewer's helper	14	good	good		9 m					5				
1848	Carpenter.....	17	good	good	30	8	own	7			11	yes	yes	23 00	
1849	Cellarman.....	19	good	fair	18	1					5	yes	yes	11 00	
1850	Apprentice brewer	20	good	good	1	1		4	11 00			yes		8 00	
1851	Cooper.....	22	good	good			rent					yes			
1852	Cooper.....	21	good	good		8				6 00		yes	yes	16 00	
1853	Blacksmith.....	23	good	good	9	1				5 50		yes	yes	12 00	
1854	Apprentice brewer	17								4 00					
1855	Cooper.....	14	good	good	30	2	own	8				yes	yes	27 00	
1856	Driver.....	17	good	good	2	2				6 00					
1857	Cooper.....	18	good	good	11	4				7 00		yes	yes	7 00	
1858	Brewer.....	13	good	good	7		rent	3	10 00	2 00		yes	yes	22 00	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California ..		Year	Daily Aver- age	From A. M. ...	To P. M.		Sick	No Work	Other Cause.
Brewery Workmen—Continued.																
1859	Stableman	22	M	S	Germany	6	4	\$2 80, day	\$918	\$2 51	7	5	60			
1860	Brewer	29	M	S	Germany	2	2	3 00, day	892	2 44	7	5	60			
1861	Driver	32	M	S	United States	13	8	3 00, day	1,224	3 35						
1862	Driver	31	M	S	Ireland	5	10	4 00, day	918	2 51	7	5	60			
1863	Brewer	27	M	S	Germany	5	4	18 00, week	1,100	3 01	6	6	60	26		
1864	Engineer	38	M	S	United States	14	7	9 00, month	498 66	1 34	7	5	60	78	52	
1865	Brewer	35	M	S	France		7	17 00, week			7	5	60			
1866	Labeler	18	M	S	United States			4 00, week								
1867	Bottling foreman	41	M	S	Germany	11	7	20 00, week			6:30	6	60			
1868	Bottler	18	M	S	Germany	5	5	7 00, week	329	90	7	5	60	24		
1869	Bottler	26	M	S	Germany	2	2	7 00, week	561	1 53	7	5	60			
1870	Bottler	28	M	S	Germany	5	4	11 00, week	459	1 25	7	5	60			
1871	Bottler	29	M	S	Germany			9 00, week								
1872	Driver	37	M	S	Germany	10	8	100, month	1,200	3 28	no set	time				
1873	Brewer	32	M	M	Germany	6	4	17 00, week			7	5	60			
1874	Brewer	30	M	S	United States			17 00, week	867	2 37	7	5	60			
1875	Driver	28	M	M	Ireland	8	7	4 00, day	1,224	3 35	no set	time				
1876	Brewer	22	M	M	Germany	3		16 00, week			7		60	52		
1877	Brewer	30	M	S	United States		3	2 80, day	677	2 34	7	5	60	12	52	
1878	Driver	28	M	S	Denmark	6	1	18 00, week	918	2 51	7	5	60			
1879	Brewer	33	M	S	Ireland	7	3	16 80, week	565	1 54	7	5	60		4 m	
1880	Driver	22	M	S	United States	10	4	25 00, week	1,275	3 49						
1881	Brewer	26	M	S	Germany	10	2	21 00, week	1,071	2 93	7	5	60			
1882	Maltster	26	M	M	Germany	8	4	16 80, week	638	1 74	7	5	60		3 m	
1883	Driver	34	M	M	Denmark	20	8	25 00, week	1,075	2 94					48	
1884	Driver	18	M	S	Germany	3	3	60 00, mo	720	1 97						
1885	Cellarboy	19	M	S	United States		19	12 00, week	612	1 67	7	6	60			
1886	Brewer	32	M	S	Germany	12	6	16 80, week	711	1 94	7	5	60		52	
1887	Cellarman	37	M	S	Switzerland			12 00, week	612	1 67	7	5	60			
1888	Driver	30	M	S	United States		8	60 00, mo	720	1 97						
1889	Cellarboy	16	M	S	Germany	4	4	10 00, week	270	73	7	6	60		144	
1890	Foreman cellarman	28	M	S	Germany	6	3	15 00, week	765	2 09	7	6	60			
1891	Driver	26	M	S	Germany	7	2	60 00, mo	720	1 97	7	6	60			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported..	Member of		Weekly Benefits.	
		Then.....	Now	Present Employment	Present Em- ployer....			Rent.....	Board.. . .	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.		
<i>Brewery Workmen—Continued.</i>															
1859	Stableman	good	good	1	2 m	rent	5	\$18 00		\$5 00			yes	yes	\$17 00
1860	Brewer	good	good	9	3					4 00			yes	yes	7 00
1861	Driver	good	good	11	11	own	6			6 00			4	yes	17 00
1862	Driver.	good	good	9	9									yes	
1863	Brewer	good	fair	6	2					5 00				yes	12 00
1864	Engineer	good	good	18	2					6 00				yes	7 00
1865	Brewer	good	fair	11	4	rent	4	25 00					3	yes	
1866	Labeler	good	good		6 m									yes	9 00
1867	Bottling foreman	good	good		4 m					6 00					
1868	Bottler	good	good		3 m					4 00					
1869	Bottler	good	fair	2	1					5 00					
1870	Bottler	good	good	4	2					4 50					
1871	Bottler	good	good	3	2					4 00				yes	10 00
1872	Driver.	good	good	10	8	rent	3	19 00					3	yes	12 00
1873	Brewer	good	fair	11	1	rent	4	16 00					3	yes	31 00
1874	Brewer	good	good	12	2									yes	
1875	Driver	good	good	6	6	rent	5	25 00		5 00			2	yes	24 00
1876	Fireman	good	fair												
1877	Brewer	good	good	14	4 m					5 50				yes	
1878	Brewer	good	good	4 m	4 m					5 00				yes	
1879	Brewer	good	fair	14	2 m									yes	8 00
1880	Driver	good	good	7	5					5 00				yes	
1881	Brewer	good	fair	10	3 m					6 00				yes	
1882	Maltster	good	good	12	4 m	rent	4	13 00					2	yes	17 00
1883	Driver	good	good	4	3 m	rent	4	16 00					3	yes	8 00
1884	Driver.	good	good	6 m	6 m					4 00				yes	
1885	Cellarboy	good	good		8 m					5 00				yes	10 00
1886	Brewer	good	fair							7 00				yes	
1887	Cellarman														
1888	Driver.	good	good		6 m					5 00				yes	
1889	Cellarboy									3 50				yes	
1890	Foreman cellarman	good	good		2					6 00				yes	
1891	Driver.	good	good							5 00				yes	10 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California		Year	Daily Average	From A. M.	To P. M.		Sick	No Work	Other Cause.
1892	<i>Brewery Workmen—Continued.</i>														
1892	Driver	37	M	Italy	9	9	\$18 00, week	\$918	\$2 51						
1893	Driver	23	M	Germany	5	5	60 00, mo	720	1 97						
1894	Brewer	31	M	Germany	11	6	16 80, week	856	2 34			60			
1895	First maltster	31	M	Germany	20	11	25 00, week	1,275	3 49	7	5	60			
1896	Maltster	32	M	Ireland	8	5	16 80, week	856	2 34	7	5	60			
1897	First brewer	28	M	Germany	3	3	23 00, week	1,173	3 21	7	5	60			
1898	Apprentice brewer	19	M	Germany	14	14	9 00, week	459	1 25	7	5	60			
1899	Brewer	28	M	Germany	2	2	15 00, week	765	2 09	7	5	60			
1900	Washer	40	M	Germany	11	4	15 00, week	765	2 09	7	5	60			
1901	Brewer	22	M	Germany	5	3	17 00, week	867	2 37	7	5	60			
1902	Brewer	25	M	Germany	12		17 00, week	867	2 37	7	5	60			
1903	Brewer	32	M	Germany	6	1	17 00, week	730	2 00	7	5	60		208	
1904	Washer	40	M	Germany	20	5	15 00, week	870	2 38	7	5	60		14	
1905	Cooper	38	M	Germany	25	16	3 00, day			7	5	60		6	
1906	Washer	18	M	United States			9 00, week			7	5	60			
1907	Cellarman	35	M	Germany	12	4	17 00, week			7	5	60		14	
1908	Brewer	37	M	Germany	13	3	100, month			7	5	60		18	
1909	Driver	36	M	Germany	15	7	18 00, week	918	2 51	7	5	60			
1910	Driver	30	M	Germany	10	9	23 00, week	774	2 12					104	
1911	Fireman	33	M	Ireland	9	6	65 00, mo	723	1 98					12	
1912	Brewer	28	M	United States			17 00, week	867	2 37	7	5	60			
1913	Brewer	32	M	Texas		8	3 00, day	918	2 51	7	5	60			
1914	Brewer	24	M	Germany	8		3 00, day	918	2 51	7	5	60			
1915	Maltster	22	M	California			2 84, day			7	5	60			
1916	Cooper	23	M	Germany	18	5	2 50, day			7	5	60			
1917	Brewer	40	M	Germany	1	1	17 00, week			7	5	60			
1918	Brewer	42	M	Germany	6		17 00, week	867	2 37	7	5	60			
1919	Maltster	24	M	Ireland	5	5	2 84, day	647	1 77	7	5	60		78	
1920	Brewer	23	M	California			17 00, week	867	2 37	7	5	60			
1921	Shipping clerk	25	M	California			2 00, day	588	1 61	7	6	60		12	
1922	Washer	47	M	Germany	23	19	2 50, day	765	2 09	7	5	60			
1923	Maltster	23	M	Germany	10	5	17 00, week			7	5	60			
1924	Brewer	44	M	Germany	26	16	2 50, day	440	1 20	7	5	60		130	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Brewery Workmen—Continued.															
1892	Driver.....	15	good	good	10	7	rent	3	\$14 00		\$6 00	2	yes		
1893	Driver.....	18	good	good	3	8 m	rent	3	12 00			3	yes		
1894	Brewer.....	14	good	fair	12	1	rent	4	20 00		6 00	3	yes		
1895	First maltster.....	13	good	fair	10	5	rent						yes		\$17 00
1896	Maltster.....	16	good	fair	13	2							yes		10 00
1897	First brewer.....	15	good	good	13	1	rent	4	18 00		5 00	3	yes		
1898	Apprentice brewer.....														
1899	Brewer.....	14	good	fair	12	1	rent	3	16 00			3	yes		10 00
1900	Washer.....	12	good	fair	14	2	rent	4	14 00			3	yes		
1901	Brewer.....	16	good	good		1	rent	4	14 00			2	yes		
1902	Brewer.....	14	good	good	8	2	rent	3	11 00			2	yes		
1903	Brewer.....	13	good	good	10		rent	2	12 00			4	yes		
1904	Washer.....	19	good	fair	16	1				5 00			yes		13 00
1905	Cooper.....	18	good	good	12	2				6 00			yes		8 00
1906	Washer.....		good	good						5 00			yes		
1907	Cellarman.....	19	good	good	16	9 m	rent	3	10 00			4	yes		10 00
1908	Brewer.....	16	good	fair	10	4 m				6 00			yes		
1909	Driver.....	18	good	good	11	2	rent	4	15 00			3	yes		16 00
1910	Driver.....	23	good	good	8	2	rent	4	11 00			3	yes		17 00
1911	Fireman.....	21	good	good	10	3				6 00			yes		9 00
1912	Brewer.....	15	good	good	13	6				7 00		5	yes		7 50
1913	Brewer.....	15	good	fair	13	5	rent	3	12 50						12 00
1914	Brewer.....	18	good	good	12	1				6 00			yes		10 00
1915	Maltster.....	17	good	good	4 m	4 m				4 00					
1916	Cooper.....	20	good	fair	11					5 00			yes		10 00
1917	Brewer.....	9	good	fair	7					5 00					
1918	Brewer.....	18	good	good	25	3 m				5 00					
1919	Maltster.....	17	good	good	4	2				6 00			yes		17 50
1920	Brewer.....	12	good	good	10	2 m	rent	5	20 00			3	yes		10 00
1921	Shipping clerk.....	18	good	good		4				8 00		5			
1922	Washer.....	19	good	fair	6	3 m	rent	4	16 00				yes		8 00
1923	Maltster.....	14	good	good	8	6 m				6 00		2	yes		10 00
1924	Brewer.....	12	good	fair	19	1	rent	3	10 00						

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, Etc.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
Brewery Workmen—Continued.																
1925	Cooper	32	M	S	Germany	4	2	\$18 00, week	\$918	\$2 51	7	5	60	26	182	
1926	Brewer	40	M	S	Germany	16	6	18 00, week	528	1 44	7	5	60	130		
1927	Cooper	26	M	S	Germany	4	4	21 00, week	1,071	2 93	7	5	60			
1928	Brewer	47	M	S	Germany	25	17	16 80, week	492	1 34	7	5	60	130		
1929	Washer	43	M	S	Germany	24	8	18 00, week	756	2 07	7	5	60	12	42	
1930	Maltster	38	M	S	Germany	12	5	20 00, week	1,000	2 73	7	5	60	6		
1931	Maltster	32	M	S	Denmark	16	4	17 00, week	867	2 37	7	5	60			
1932	Bottler	29	M	S	Germany	3		9 00, week			7	5	60			
1933	Driver	32	M	S	United States			7 18 00, week	918	2 51						
1934	Brewer	36	M	S	Germany	18	4	16 00, week	816	2 23	7	5	60			
1935	Bottle wiper	19	M	S	California			9 00, week	459	1 24	7	5	60			
1936	Driver	24	M	S	Ireland	6	5	3 00, day	918	2 51						
1937	Cooper	18	M	S	California			7 00, week			7	5	60			
1938	Driver	32	M	S	Germany	10	3	20 00, week	1,020	2 79						
1939	Brewer	29	M	S	Germany	12	8	17 00, week			7	5	60	104		
1940	Brewer	33	M	S	Germany	5	3	17 00, week			7	5	60	130		
1941	Driver	27	M	S	Germany	12	8	18 00, week						208		
1942	Stableman	42	M	M	Germany	8	2	17 00, week	635	1 73	6	6	60	78		
1943	Washer	39	M	S	Germany	8	4	15 00, week	762	2 08	7	5	60	52		
1944	Cooper	28	M	S	Germany	13	5	18 00, week	816	2 23	7	5	60	18		
1945	Brewer	30	M	S	Switzerland	8	6	17 00, week			7	5	60	104		
1946	Brewer	24	M	S	Germany	6	1	2 80, day			7	5	60	130		
1947	Brewer	32	M	S	Germany	2	2	17 00, week			7	5	60	208		
1948	Brewer	31	M	S	Germany	6	1	18 00, week			7	5	60			
1949	Brewer	41	M	S	Germany	24	13	17 00, week			7	5	60			
1950	Driver	53	M	S	Germany	34	11	95 00, mo	867	2 37	7	5	60			
1951	Brewer	24	M	S	Illinois			17 00, week	1,140	3 12						
1952	Cooper	45	M	S	Germany	14	6	2 85, day	646	1 77	7	5	60	18	78	
1953	Driver	30	M	S	Switzerland	9	9	100 00, mo	769 50	2 10	7	5	60			
1954	Driver	29	M	S	Germany	7	5	100 00, mo	1,200	3 28						
1955	Driver	34	M	S	Germany	18	4	100 00, mo	1,200	3 28						
1956	Driver	32	M	M	Switzerland	12	9	90 00, mo	1,080	2 95						
1957	Driver	37	M	S	Germany	6	4	90 00, mo	1,080	2 95						

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported..	Member of		Weekly Benefits.	
		Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.		
Brewery Workmen—Continued.															
1925	Cooper.....	17	good	fair	10	1	rent	5	\$15 00		\$5 00		yes	yes	\$10 00
1926	Brewer.....	16	good	good	10	3					1 00		yes		
1927	Cooper.....	18	good	good	19	3	rent	4	14 00		5 00		yes		11 00
1928	Brewer.....	18	good	good	12						7 00			yes	
1929	Washer.....	22	good	good	9	7	rent	3	17 50						
1930	Maltster.....	14	good	good	7	2					6 00				
1931	Maltster.....	17	good	good		4 m					4 50		yes		
1932	Buttler.....	18	good	good	11	11					7 00				
1933	Driver.....	16	good	fair	16	3					6 00		yes	yes	
1934	Brewer.....	19	good	good											
1935	Bottle wiper.....	16	good	good	5	5							yes		17 00
1936	Driver.....	17	good	good	1	1					5 50				
1937	Cooper.....	20	good	good	4	4					6 00		yes		10 00
1938	Driver.....	19	good	good	7		rent	7	30 00						
1939	Brewer.....	16	good	fair	9 m						4 00				
1940	Driver.....	23	good	good							5 00		yes	yes	10 00
1941	Stableman.....	19	good	fair			rent	3	15 00				yes	yes	10 00
1942	Washer.....	18	good	fair			rent	2	10 00		6 00		yes	yes	13 00
1943	Cooper.....	20	good	good									yes	yes	7 00
1944	Brewer.....	18	good	good			rent	3	10 00				yes	yes	8 00
1945	Brewer.....	16	good	good							7 00		yes	yes	16 00
1946	Brewer.....	14	good	good							5 00		yes	yes	
1947	Brewer.....	13	good	fair							5 00		yes	yes	
1948	Brewer.....	12	good	good	19	6					5 00		yes		10 00
1949	Brewer.....	19	good	good	8	8	own	5					yes		27 00
1950	Driver.....	18	good	good	4	9 m					5 00				
1951	Brewer.....	14	good	good	20	6					5 00		yes	yes	15 00
1952	Cooper.....	12	good	good	7	4					7 00		yes		17 00
1953	Driver.....	20	good	good	6	6	own	4					yes		7 00
1954	Driver.....	19	good	good	3	3					6 00		yes		7 00
1955	Driver.....	21	good	good	9 m	9 m	rent	4	12 00				yes		7 00
1956	Driver.....	23	good	good	8 m	8 m					7 00		yes		17 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, Etc.—Continued.

No.	Occupation.	Age, Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.				
					U. S.	California.		Year.	Daily Aver- age	From A. M.	To P. M.		Sick	No Work	Other Cause.		
<i>Brewery Workmen—Continued.</i>																	
1958	Driver.	28	M	Germany	10	6	\$104 00, mo	\$1,248*	\$3 42								
1959	Driver.	31	M	Ireland	9	9	4 00, day	1,224	3 42								
1960	Driver.	30	M	Germany	14	8	100 00, mo	1,200	3 28								
1961	Driver.	38	M	Germany	20	13	90 00, mo	1,080	2 95								
1962	Foreman.	35	M	Germany	11	8	150 00, mo	1,800	4 93	7	6	60					
1963	Driver.	25	M	California													
1964	Maltster.	22	M	Ireland	8	6	17 00, wk	793	2 17	7	5	60			26		
1965	Foreman brewer.	36	M	Germany	12	5	300 00, mo	3,600	9 83	6	6	60					
<i>Bakers.</i>																	
1966	Baker, foreman.	31	M	Austria	8	2	50 00, mo									208	
1967	Baker.	43	M	Germany	22	8m	9 00, wk	186	73							208	
1968	Baker, foreman.	23	M	Alsace Lorraine.	10	4	50 00, mo									208	
1969	Foreman.	26	M	Germany	4	3	50 00, mo									130	
1970	Baker.	18	M	Germany	2	2	9 00, wk									42	
1971	Baker.	28	M	Germany	6	2	40 00, mo	320	87							104	
1972	Baker.	36	M	Germany	11	18m	50 00, mo	250	68							182	
1973	Baker.	24	M	Germany	3	3	40 00, mo	300	82						14	60	35
1974	Baker.	25	M	Germany	3	3	30 00, mo	330	90							24	
1975	Baker.	32	M	Austria	4	3	10 00, wk	336	91							104	
1976	Cake baker.	27	M	Pennsylvania			12 00, wk	528	1 44							42	
1977	Cake baker.	36	M	Switzerland	16	16	55 00, mo	275	75							182	
1978	Cake baker.	25	M	Switzerland	4	4	45 00, mo	360	98							104	
1979	Cake baker.	21	M	Switzerland	2	1	20 00, mo									104	
1980	Cake baker.	35	M	Austria	10	8	50 00, mo	400	1 09							104	
1981	Cake baker.	47	M	Germany	25	24	55 00, mo	550	1 50							52	
1982	Cake baker.	34	M	Germany	8	7	45 00, mo	242	66							130	
1983	Cake baker.	27	M	Austria	3	3	40 00, mo	210	59							169	
1984	Cake baker.	27	M	Ireland	9	9	16 00, wk	656	1 80							60	
1985	Cake baker.	40	M	Canada	30	25	20 00, wk	660	1 80							78	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Employer.....			Rent.....	Board.....	Board and Lodging...		Beneficial Associat'ns	Labor Or- ganizat'ns	
<i>Brewery Workmen—Continued.</i>														
1958	Driver.....	18	good	good	10	rent	4	\$23 00		\$7 00	4	yes		\$20 00
1959	Driver.....	16	good	good	7					7 00		yes		27 00
1960	Driver.....	20	good	good	9					6 00		yes		32 00
1961	Driver.....	16	good	good	4	own	6				5	yes		17 00
1962	Foreman.....	12	good	good	7	own								
1963	Driver.....	14	good	good	6	own	5				4	yes		17 00
1964	Maltster.....	17	good	good	5							yes		8 50
1965	Foreman brewer	16	good	good	20	rent	6	25 00		5 00	2			
<i>Bakers.</i>														
1966	Baker, foreman	12	good	poor	19		1	4 00				no	yes	
1967	Baker.....	14	good	good	28		1	4 00				no	yes	
1968	Baker, foreman	13	good	fair	10			6 50	\$4 50			no	yes	
1969	Foreman.....	14	good	good	12		1	5 00				no	yes	
1970	Baker.....	14	good	good	4	2 m		5 00				no	yes	
1971	Baker.....	14	good	poor	14		1	6 00				no	yes	
1972	Baker.....	14	good	good	22			5 00				no	yes	
1973	Baker.....	19	good	poor	16					15 00		no	yes	10 00
1974	Baker.....	14	good	poor	11	3 d						yes	yes	
1975	Baker.....	15	good	good	15	6 w						no	yes	
1976	Cake baker.....	14	good	good	11	9 m						no	yes	
1977	Cake baker.....	9	good	good	22							no	yes	
1978	Cake baker.....	15	good	good	10			5 00				no	yes	8 00
1979	Cake baker.....	17	good	good	4	3 d						yes	yes	
1980	Cake baker.....	14	good	good	21	3 m		5 00				no	yes	
1981	Cake baker.....	16	good	good	31		4	16 00			1	yes	yes	10 00
1982	Cake baker.....	15	good	poor	19							no	yes	
1983	Cake baker.....	13	good	good	14							no	yes	
1984	Cake baker.....	16	good	good	9			6 00	7 00			no	yes	
1985	Cake baker.....	20	good	good	25	1	1	10 00	5 00		7	yes	yes	8 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
					U. S.	California ..		Year	Daily Aver- age			From A. M. ...	To P. M.	Sick	No Work .....	Other Cause.
<i>Soap and Candle Making.</i>															
1986	Soap and candle maker	16 F	S	California	4		\$0 75, day			7	6	30		18	
1987	Soap and candle maker	16 F	S	Ireland		4	75, day			7	6	30		18	
1988	Soap and candle maker	18 F	S	New York			75, day			7	6	30	12	24	
1989	Soap and candle maker	18 F	S	California			75, day			7	6	30		24	
1990	Soap and candle maker	21 F	S	New York			75, day			7	6	30		24	
1991	Soap and candle maker	19 F	S	California			75, day			7	6	30		18	
1992	Soap and candle maker	23 F	S	Massachusetts			75, day			7	6	30	4	18	
1993	Soap and candle maker	25 M	M	Ohio			1 50, day			7	6	30	52	153	
1994	Soap and candle maker	17 M	S	California		24	10 50, week			7	6	30		12	
1995	Soap and candle maker	60 M	M	Ireland	24	24	1 75, day			7	6	30		78	
1996	Soap and candle maker	24 M	S	Ireland	8	9	8 25, week			7	6	30		153	
1997	Soap and candle maker	48 M	M	Ireland	40	33	2 00, day			7	6	30	12		
1998	Soap and candle maker	32 M	S	California			18 75, week	\$950	2 60	7	6	30	2	26	
1999	Soap and candle maker	26 M	S	California			2 00, day	560	1 53	7	6	30		26	
2000	Soap and candle maker	42 M	S	Germany	20	20	14 00, week	595	1 63	7		30	26	26	
<i>Chemical Works.</i>															
2001	Foreman	30 M	M	California			\$78 00, mo	936	2 53	7	5:30	45	3		
2002	Engineer	18 M	S	California			35 00, mo	420	1 15	7	5:30	45	6		
2003	Lead burner	20 M	S	Scotland			55 00, mo	660	1 80	7	5:30	45			
2004	Plumber's helper	15 M	S	California			25 00, mo			7	5:30	45			
2005	Laborer	31 M	M	Ireland	10	9	70 00, mo	840	2 30	7	5:30	45			
2006	Laborer	47 M	M	Ireland	27	24	70 00, mo	822	2 25	7	5:30	45	8		
2007	Laborer	41 M	M	Ireland	20	16	60 00, mo			7	5:30	45		52	
2008	Laborer	61 M	M	Massachusetts			60 00, mo	600	1 64	7	5:30	45	52		
2009	Laborer	47 M	M	Ireland			60 00, mo	720	1 97	7	5:30	45			
2010	Laborer	40 M	M	Ireland	19	19	2 00, day	612	1 67	7	5:30	45			
<i>Manufacturing Pharmacists.</i>															
2011	Pharmacist	35 M	M	Ohio			130 00, mo	1,560	4 27	7:30	5:30	60			
2012	Pharmacist	25 M	M	California			100 00, mo	1,200	3 26	8	5	60			
2013	Pharmacist	28 M	M	Germany	23	23	100 00, mo	1,200	3 26	7:30	5:30	60			
2014	Helper	22 M	S	California			5 00, week			7:30	5:30	60	12		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
	<i>Soap and Candle Making.</i>													
1986	Soap and candle maker	good	good	3 m	3 m	rent	5	\$14 00		\$4 00	2	no		Dr. and Med. \$7 50 Dr. & Med. 25 00 7 00 20 00
1987	Soap and candle maker	good	good	6 m	6 m	own				5 25	no	no		
1988	Soap and candle maker	good	good	6 m	6 m	own					7	yes	no	
1989	Soap and candle maker	good	good	5 m	5 m	own					2	yes	no	
1990	Soap and candle maker	good	good	6 m	6 m	own						no	no	
1991	Soap and candle maker	good	good	3 m	3 m	own						no	no	
1992	Soap and candle maker	good	good	6 m	6 m	own						no	no	
1993	Soap and candle maker	good	good	3 w	3 w	own						no	no	
1994	Soap and candle maker	good	good	10 m	10 m	own						no	no	
1995	Soap and candle maker	good	good	10 m	10 m	own						no	no	
1996	Soap and candle maker	good	fair	5 m	5 m	own						no	no	
1997	Soap and candle maker	good	good	6	15	own						yes	no	
1998	Soap and candle maker	fair	good	5	5	own						yes	no	
1999	Soap and candle maker	good	good	14	14	own						yes	no	
2000	Soap and candle maker	good	good	14	14	own						yes	no	
	<i>Chemical Works.</i>													
2001	Foreman	good	good	17	17	rent	4	18 00			2	yes	no	7 00
2002	Engineer	good	good	2	2	rent							no	7 50 Dr. & Med. 7 00 17 00
2003	Lead burner	good	good	4	4	rent			20 m			yes	no	
2004	Plumber's helper	good	good	9 m	9 m	rent						no	no	
2005	Laborer	good	good	16	5	rent	5	15 00			1	yes	no	
2006	Laborer	good	good	27	22 m	rent	4	12 00			4	yes	no	17 00
2007	Laborer	good	good	31	8 m	rent	4	12 00			2	no	no	
2008	Laborer	good	good	13	13	rent								20 00
2009	Laborer	good	good	40	4	rent	9	26 50			5	no	no	
2010	Laborer	good	good	6	4 d	rent	10	45 00			4	yes	no	
	<i>Manufacturing Pharmacists.</i>													
2011	Pharmacist	good	good	14	7	rent	7	18 00			3	yes	no	20 00
2012	Pharmacist	good	good	6	1	own					1	no	no	20 00
2013	Pharmacist	good	good	13	2	rent	5	22 50			2	no	no	
2014	Helper	good	good	6 m	6 m	rent						no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.		Number Days Lost.			
						U. S.	California.		Year.	Daily Average.		From A. M.	To P. M.	Sick.	No Work.	Other Cause.	
Mfg. Pharmacists—Continued.																	
2015	Helper.	16	M	S	California.		\$5 00, week	\$312			7:30	5:30	60				
2016	Helper.	20	M	S	California.		6 00, week	364	\$0 85		7:30	5:30	60				
2017	Helper.	20	M	S	California.		7 00, week		99		7:30	5:30	60				
2018	Helper.	22	M	S	California.		8 00, week	416	1 14		7:30	5:30	60	7			
2019	Helper.	21	M	S	California.		6 00, week				8	5	60				
2020	Labeler.	18	F	S	California.		4 00, week				7:30	5:45	60				
2021	Labeler.	19	M	S	California.		4 50, week				8	5	60				
2022	Labeler.	14	M	S	California.		3 50, week				8	5:45	60				
2023	Labeler.	18	F	S	Massachusetts.		3 50, week				7:30	5:45	60				
2024	Labeler.	19	F	S	California.		6 00, week				8	5	60			6	
2025	Printer.	17	M	S	California.		25 00, mo				7:30	5:30	60				
2026	Printer.	28	M	S	England.	15	6	3 00, day			8	5	60	2			
2027	Printer.	17	M	S	California.		17 00, mo				8	5	60		130	15	
2028	Carpenter.	65	M	S	Pennsylvania.		3 50, day				8	5	60	21	26		
2029	Apprentice.	16	M	S	California.		15 00, mo				7:30	5:30	60		4		
2030	Apprentice.	17	M	S	California.		15 00, mo				7:30	5:30	60				
2031	Miller.	17	M	S	California.		25 00, mo				7:30	5:30	60		6		
2032	Helper.	21	M	S	California.		55 00, mo				7:30	5:30	60				
2033	Helper.	16	M	S	California.		15 00, mo				7:30	5:30	60				
2034	Helper.	20	M	S	California.		4 00, week				8	5	60				
Candy-makers.																	
2035	Candy-maker.	18	F	S	New Jersey.		4 00, week	200	54		7	5:30	30			6	
2036	Candy-maker.	14	F	S	California.		4 00, week				7	5:30	30		9		
2037	Candy-maker.	14	M	S	California.		4 00, week	169	46		7	5:30	30			52	
2038	Candy-maker.	17	F	S	New York.		4 50, week	220	60		7	5:30	30		12		
2039	Candy-maker.	26	F	S	Italy.	5	2 00, day	612	1 67		7	5:30	30				
2040	Candy-maker.	37	M	M	Italy.	21	1 70, day				7	5:30	30				
2041	Candy-maker.	23	M	S	New York.		1 50, day	381	1 04		7	5:30	30		26	26	
2042	Candy-maker.	47	M	S	Italy.	36	15 20 00, week	990	2 71		7	5:30	30		4	5	
2043	Candy-maker.	30	M	S	Italy.	10	10 2 50, day				7	5:30	30		6		
2044	Candy-maker.	15	F	S	Italy.	14	14 4 00, week				7	5:30	30	24	6		
2045	Candy-maker.	15	F	S	Maryland.		4 00, week				7	5:30	30		52	52	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Mfg. Pharmacists—Continued.															
2015	Helper	15	poor	fair	6 w	6 w									
2016	Helper	17	good	good	3	3									
2017	Helper	12	good	good	8	4									
2018	Helper	17	good	good	5	5									
2019	Helper	17	good	good	3	2 w		1	\$5 50		\$17 m		no	no	
2020	Labeler	16	good	good	7 m	7 m									
2021	Labeler	18	good	good	7 m	7 m									
2022	Labeler	14	good	good	2 w	2 w									
2023	Labeler														
2024	Labeler	18	good	good	2	1									
2025	Printer.	16	good	good	18 m	18 m									
2026	Printer	15	good	good	6	15 m									
2027	Printer	12	good	good	2 m	2 m					15 m		no	no	
2028	Carpenter	16	good	good	49	6 d	rent	10	55 00			2	no	yes	
2029	Apprentice	16	good	good	1	1									
2030	Apprentice	16	good	good	6 m	6 m									
2031	Miller	16	good	good	1	1									
2032	Helper	16	good	good	5	5									
2033	Helper	15	good	good	6 m	6 m									
2034	Helper	18	good	good	1 m	1 m									
Candy-makers.															
2035	Candy-maker	16	good	good	1	1	A								
2036	Candy-maker	13	good	good	1	1	A								
2037	Candy-maker	13	good	good	1	1	A								
2038	Candy-maker	14	good	good	30 m	30 m	A								
2039	Candy-maker	11	good	good	5	5	rent	3	10 00			1	yes	no	\$10 00
2040	Candy-maker	14	good	good	3	3	rent	3	5 50			3	yes	no	10 00
2041	Candy-maker	15	good	good	5	5	A								
2042	Candy-maker	13	good	good	25	15	rent	4	15 00			8	no	no	
2043	Candy-maker	6	good	good	9 m	9 m	rent	3	12 00			1	yes	no	10 00
2044	Candy-maker	11	good	fair	9 m	9 m	A								
2045	Candy-maker	14	good	good	3 m	3 m	A								

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation	Age, Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
					U. S.	California ..		Year	Daily Aver- age			From A. M. . .	To P. M.	Sick	No Work .....	Other Cause.
Candymakers—Continued.															
2046	Candymaker	19	F	Ireland	7	7	\$1 00, day	\$201	\$0 55	7	5:30	30	4	6	
2047	Candymaker	18	F	Italy	6	6	5 00, week	152	41	7	5:30	30	52	12	
2048	Candymaker	18	F	New York			4 00, week			7	5:30	30	26	52	
2049	Candy packer	45	F	Italy	22	22	4 00, week	168	46	7	5:30	30	2	6	
2050	Candy packer	17	F	California			4 50, week	220	60	7	6	60	6	6	
2051	Candy packer	17	F	California			4 00, week			7:30	5:30	30	26	12	
2052	Candy packer	15	F	Switzerland	1	1	3 00, week			7:30	5:30	30		6	
2053	Candy packer	18	M	Pennsylvania			4 00, week			7:30	5:30	30	12	12	
2054	Candy packer	18	F	California			4 00, week	168	46	7:30	5:30	30	52	3	
2055	Candy packer	18	F	California			5 50, week	286	76	7:30	5:30	60			
2056	Candy dipper	15	F	California			3 50, week			7:30	5:30	30	4	12	6
2057	Candy dipper	18	F	California			4 50, week	204	55	7	6	60	26	6	
2058	Candy dipper	14	F	California			3 00, week	153	42	7	6	60			
2059	Candy dipper	16	F	California			3 00, week			7	6	60	6	3	
2060	Candy dipper	18	F	California			5 00, week	247	67	7	0	60			
2061	Candy foreman	54	M	England			5 00, day	1,440	3 94	7	6	60	12		6
2062	Candymaker	25	M	California			21 00, week	987	2 70	7	6	60	24		
2063	Candymaker	20	F	California			1 00, day	303	83	7	6	60	3		
2064	Candymaker	21	M	California			2 00, day			7	6	60		52	
2065	Candymaker	23	F	California			8 50, week	427	1 17	7	6	60	4		
2066	Candymaker	28	M	Germany	13	1	2 00, day	612	1 67	7	6	60			
2067	Candymaker	28	F	France	15	15	1 00, day	301	82	7	6	60	2	3	
2068	Candymaker	20	M	California			10 00, week	491	1 34	7	6	60	8	3	
2069	Candymaker	17	M	Oregon			6 50, week	331	91	7	6	60			
2070	Candymaker	28	M	California			3 00, day	918	2 51	7	6	60			
2071	Candymaker	19	M	California			8 00, week	408	1 11	7	6	60			
2072	Candymaker	42	M	Italy			3 50, day	1,046	2 86	7	6	60	7		
2073	Candymaker	22	M	California			8 00, week			7	6	60		26	
2074	Candymaker	24	M	California			21 00, week	945	2 58	7	6	60	36		
2075	Candymaker	16	M	California			5 00, week	233	64	7	6	60	26		
2076	Candymaker	25	M	Italy			3 00, week			7	6	60			
2077	Candymaker	16	M	California			3 50, week			7:30	5:30	30		4	
2078	Candymaker	34	M	Sweden	15	15	16 00, week			7:30	5:30	30		3	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.	Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now				Present Em- ployment.	Present Em- ployer	Rent.....		Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.
Candy-makers—Continued													
2046	Candy-maker	good	good	3	3 m	A							
2047	Candy-maker	good	good	5	5	A							
2048	Candy-maker	good	good	18 m	18 m	A							
2049	Candy packer	good	good	15 m	15 m	rent	2	\$9 00				no	no
2050	Candy packer	good	good	2	2	A							
2051	Candy packer	good	good	10 m	10 m	A							
2052	Candy packer	good	good	8 m	8 m	A							
2053	Candy packer	good	good	1	1	A							
2054	Candy packer	good	good	2	2	A							
2055	Candy packer	good	good	4	4	A							
2056	Candy dipper	good	good	10 m	10 m	A							
2057	Candy dipper	good	good	2	2							no	no
2058	Candy dipper	good	good	4 m	4 m	A							
2059	Candy dipper	good	good	5 m	5 m	A							
2060	Candy dipper	good	good	3	3								
2061	Candy foreman	good	good	40	7	rent	10	50 00			4	yes	no
2062	Candy-maker	good	good	8	5		1	8 00	\$7 00			yes	no
2063	Candy-maker	poor	poor	7	1								
2064	Candy-maker	good	good	3	8 m		1	6 00	4 50			no	no
2065	Candy-maker	good	good	5	5							no	no
2066	Candy-maker	good	good	8	1		1	7 00	15 00			no	yes
2067	Candy-maker	good	good	1½	1½	rent	3	8 00				no	no
2068	Candy-maker	good	good	4	4								
2069	Candy-maker	good	good	2	2								
2070	Candy-maker	good	good	10	10								
2071	Candy-maker	good	good	14 m	14 m								
2072	Candy-maker	good	good	20	5	rent	3	15 00			3	yes	no
2073	Candy-maker	good	good	5	5								
2074	Candy-maker	good	good	10	1						2	no	no
2075	Candy-maker	good	good	1	1								
2076	Candy-maker	good	good	2 m	2 m		1	5 00	4 50			no	no
2077	Candy-maker	good	good	3 m	3 m								
2078	Candy-maker	good	good	22	6 m		1	7 00	5 00			no	no

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, Etc.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year	Daily Average	From A. M.	To P. M.		Sick	No Work	Other Cause.	
Candy-makers—Continued.																	
2079	Lozenge cutter	15	F	S	California			\$4 00, week	\$152	\$0 41	7:30	5:30	30		78	12	
2080	Candy-maker	19	M	S	New York			2 00, day	588	1 61	7:30	5:30	30		18		
2081	Candy dipper	19	F	S	California			5 00, week	240	65	7:30	5:30	30		52		
2082	Candy dipper	20	F	S	Ireland	6	6	6 00, week	176	49	7:30	5:30	30		78		
2083	Candy-maker, foreman	47	M	M	Scotland	6	6	3 50, day	1,029	2 81	7:30	5:30	30			12	
2084	Candy-maker	20	F	S	Ohio			8 00, week	408	1 11	7:30	5:30	30				
2085	Candy-maker, helper	16	F	S	California			3 00, week			7:30	5:30	30		12		
2086	Candy-maker	45	M	S	Italy	13	8	8 00, week	407	1 11	7:30	5:30	30		1		
2087	Errand boy	14	M	S	California			2 50, week			7:30	5:30	30				
2088	Saleswoman	17	F	S	California			7 00, week	350	95	7:30	5:30	30		6		
2089	Candy dipper	16	F	S	California			5 00, week	255	70	7	6	60				
2090	Candy dipper	19	F	S	California			5 00, week	255	70	7	6	60				
2091	Candy dipper	17	F	S	Nevada			5 25, week	266	73	7:30	5:30	30		2		
2092	Candy wrapper	17	F	S	Illinois			4 00, week			7:30	5:30	30		9	3	
2093	Candy wrapper	20	F	S	California			5 00, week			7	6	60		4	12	
2094	Candy wrapper	18	F	S	California			6 00, week	296	81	7	6	60		4	6	
2095	Candy wrapper	18	F	S	Missouri			5 00, week	247	67	7	6	60		3	6	
2096	Candy wrapper	20	F	S	Kentucky			6 00, week	274	75	7	6	60		26	6	
2097	Candy wrapper	18	F	S	California			4 00, week			7	6	60		182	6	
2098	Candy wrapper	15	F	S	Italy			2 50, week			7:30	5:30	30		20		
2099	Helper	18	F	S	California			5 00, week			7	6	60		3		
2100	Helper	18	F	S	New York			4 00, week			7	6	60		12	4	
2101	Helper	19	F	S	Italy			3 50, week	175	47	7	6	60		3	3	
2102	Helper	16	F	S	California			3 50, week	126	34	7	6	60		78	12	
2103	Helper	16	F	S	Oregon			4 50, week			7:30	5:30	30		24		
2104	Helper	16	F	S	New York			4 50, week			7	5:30	30				
2105	Helper	16	F	S	California			3 00, week			7:30	5:30	30		12		
Candy Store.*																	
2106	Saleswoman	18	F	S	France	18	18	9 00, week			8	6	60				
2107	Saleswoman	17	F	S	Ireland	17	1	10 00, week	520	1 42	8	6	60				
2108	Saleswoman	30	F	S	United States	1		8 00, week			8	6	60				

* No lost time on account of holidays.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.	Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
			Then.....	Now				Present Employment.	Present Employer	Rent.....		Board.....	Board and Lodging...		Beneficial Associat'ns	Labor Organizat'ns.
Candy-makers—(Continued.)														
2079	Lozenge cutter.....	13	good	good	6 m									
2080	Candy maker.....	14	good	good	5	1								
2081	Candy dipper.....	18	good	fair	18 m									
2082	Candy dipper.....	14	good	fair	5	4				\$3 50			no	no
2083	Candy maker, foreman.....	9	good	good	34	30 m	rent	\$15 00			5		no	no
2084	Candy maker.....	11	good	good	3	2								
2085	Candy maker, helper.....	14	good	good	5 m	5 m								
2086	Candy maker.....	17	good	good	15 m	15 m								
2087	Errand boy.....	14	good	fair	2 m	2 m	1			16 00			yes	no
2088	Saleswoman.....	14	good	good	2	2				4 00			no	no
2089	Candy dipper.....	14	good	good	2	2	A							
2090	Candy dipper.....	14	good	good	4	4								
2091	Candy dipper.....	14	good	good	2	2	A							
2092	Candy wrapper.....	16	good	good	9 m	9 m								
2093	Candy wrapper.....	15	good	fair	4	4	A							
2094	Candy wrapper.....	14	poor	fair	4	4	A							
2095	Candy wrapper.....	16	good	good	2	2	A							
2096	Candy wrapper.....	13	good	good	4	3	A							
2097	Candy wrapper.....	16	good	good	2	2	A							
2098	Candy wrapper.....	14	good	good	2 m	2 m	A							
2099	Helper.....	13	fair	poor	4	4				2 50w				
2100	Helper.....	15	good	good	9 m	9 m	A							
2101	Helper.....	10	good	good	1	1				8 00m				
2102	Helper.....	15	good	good	1	1	A							
2103	Helper.....	14	good	good	4 m	4 m	A							
2104	Helper.....	15	good	good	1	1	A							
2105	Helper.....	14	good	good	5 m	5 m								
Candy Store.*														
2106	Saleswoman.....	17	good	good	6 m	6 m								
2107	Saleswoman.....	17	good	good	1	1								
2108	Saleswoman.....		good	good	1	1								

* No lost time on account of holidays.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.			From A. M.	To P. M.	Sick.	No Work.	Other Cause.
Candy Store—Continued.																
2109	Saleswoman	19	F	S	Massachusetts			\$7 00, week			8	6	60			
2110	Saleswoman	18	F	S	United States	3		28 00, mo			12	12	60			
2111	Saleswoman	18	F	S	California			6 00, week			8	6	60			
2112	Sodaman	26	M	S				10 00, week			7	6				
2113	Cook		M	S	Isle of Man			10 00, week			8	12				
2114	Saleswoman	21	F	S	United States			8 00, week			12	12	60			
2115	Waitress (ice cream)	22	F	S	California			10 00, week			12	12	60			
2116	Waitress (ice cream)	20	F	S	United States			8 00, week			12	12	60			
Cigar Workmen.																
2117	Cigar-box maker	38	M	S	Germany	20		12 00, week	\$600	\$1 64	8	5:30	30		6	
2118	Packer	29	M	M	Ohio			5 00, day	1,530	4 19	7	5:30	30			
2119	Cigar-box maker	30	M	M	California			2 00, day	560	1 53	7	5:30	30		26	
2120	Cigar-box maker	30	M	M	California			13 00, week			7	5:30	30			
2121	Cigar-box maker	17	M	S	California			1 15, day	338	92	7	5:30	30		12	
2122	Cigar-box maker	20	M	S	California			2 00, day	564	1 54	7	5:30	30		12	
2123	Cigar-box maker	24	F	S	California			9 00, week	459	1 25	7	5:30	30			
2124	Cigar-box maker	14	F	S	California			3 50, week			7	5:30	30			
2125	Cigar-box maker	17	F	S	California			5 00, week	250	68	7	5:30	30			
2126	Cigar-box maker	19	F	S	California			5 00, week			7	5:30	30			
2127	Cigar-box maker	16	M	S	California			1 00, day	300	82	7	5:30	30		6	
2128	Cigar-box maker	22	M	M	California			3 00, day	906	2 46	7	5:30	30		4	
2129	Cigar-box maker	17	M	S	California			1 25, day			7	5:30	30			6
2130	Cigar-box maker	18	M	S	Ireland	4		1 35, day	411	1 12	7	5:30	30		1	
2131	Cigar-box maker	16	F	S	California			3 50, week			7	5:30	30		6	
2132	Cigar-box maker	21	F	S	California			5 00, week	245	67	7	5:30	30		12	
2133	Cigar-box maker	21	F	S	California			5 00, week	248	68	7	5:30	30		6	2
2134	Cigar-box maker	14	F	S	California			2 00, week			7	5:30	30			
2135	Cigar-box maker	19	F	S	California			5 50, week	280	76	7	5:30	30			
2136	Cigar-box maker	22	F	S	California			5 50, week	280	76	7	5:30	30			
2137	Cigar-box maker	24	F	S	California			5 00, week	255	69	7	5:30	30			
2138	Cigar-box maker	25	F	S	California			5 50, week	232	54	7	5:30	30		52	
2139	Paster	20	F	S	California			5 00, week			8	5:30	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.	
		Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging ..		Beneficial Associat'ns	Labor Or- ganizat'ns.		
<i>Candy Store—Continued.</i>															
2109	Saleswoman.....	16	good	fair	1	1	rent	4	\$11 00			3	no	no	
2110	Saleswoman.....	16	fair	fair	3	5 m									
2111	Saleswoman.....	21	good	good	6 m	6 m	rent	3	15 00				yes	no	\$7 00
2112	Sodaman.....	11	good	good	2	4 m		1	4 00						
2113	Cook.....	17	good	good		7 m									
2114	Saleswoman.....	13	good	good	14 m	14 m									
2115	Waitress (ice cream)	17	good	good	8 m	8 m									
2116	Waitress (ice cream)	16	good	good											
<i>Cigar Workmen.</i>															
2117	Cigar-box maker	18	good	good	4	15 m			23 50	\$5 00			yes	no	15 00
2118	Packer.....	12	good	good	16	14	rent	7	6 00	\$3 50		1	no	no	
2119	Cigar-box maker	16	good	good	2	2	rent	1	20 00			1	no	no	
2120	Cigar-box maker	19			13	3 w	A						yes	no	17 50, Dr. & Med.
2121	Cigar-box maker	15	good	good	2	1							no	no	
2122	Cigar-box maker	13	good	good	5	14 m		1	6 00	3 50		1	no	no	
2123	Cigar-box maker	12	good	good	7	1		1	6 00				no	no	
2124	Cigar-box maker	13	good	good	1	1	A								
2125	Cigar-box maker	15	good	good	2	2	A								
2126	Cigar-box maker	14	fair	good	4	7 m	A								
2127	Cigar-box maker	14	good	fair	21 m	21 m	A								
2128	Cigar-box maker	12	good	poor	9	9				6 00		4	no	no	
2129	Cigar-box maker	16	good	good	2	3 w	A								
2130	Cigar-box maker	15	good	good	4	4	A								
2131	Cigar-box maker	15	good	good	11 m	11 m	A								
2132	Cigar-box maker	14	good	good	6	4				5 00			no	no	
2133	Cigar-box maker	15	good	good	6	4	rent	3	7 00			2	no	no	
2134	Cigar-box maker	14	good	good	2 m	2 m	A								
2135	Cigar-box maker	13	good	good	5	3	A								
2136	Cigar-box maker	16	good	good	6	3	A								
2137	Cigar-box maker	13	good	good	8	3	A								
2138	Cigar-box maker	15	good	good	10	15 m							no	no	
2139	Paster.....	13	good	good	7	3	A								

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.		
					U. S.	California.		Year	Daily Average			From A. M.	To P. M.	Sick	No Work	Other Cause.
Cigar Workmen—Continued.														
2140	Paster	23	F	California			\$5 00, week			5:30	30		52	
2141	Paster	20	F	California			4 50, week			5:30	30		52	
2142	Cigar-box maker	17	F	California			7 00, week	\$343	\$0 94	5:30	30		12	
2143	Cigarmaker	20	M	United States			15 00, week			5	60	1		
2144	Cigarmaker	24	M	United States			14 13 50, week			5	60			
2145	Cigarmaker	40	M	Germany	23		20 15 00, week			5	60			
2146	Cigarmaker	30	M	Germany	26		12 00, week			5	60		150	
2147	Cigarmaker	17	M				8 50, week			5	60			
2148	Cigarmaker	26	M	New York			14 00, week			5	60	7	40	
2149	Cigarmaker	27	M	Germany	21	6	18 00, week			5	60	18		
2150	Cigarmaker	24	M	United States			13 50, week			5	60			
2151	Cigarmaker	23	M	California			15 00, week			5	60		52	
2152	Cigarmaker	35	M	Germany	20	4	12 00, week			5	60			
2153	Cigarmaker	47	M	United States			15 00, week			5	60			
2154	Cigarmaker	24	M				13 50, week			5	60	21		
2155	Cigarmaker	29	M	United States		24	14 00, week			5	60	14		7
2156	Cigarmaker	20	M	United States			15 00, week			5	60	1		
2157	Cigarmaker	24	M	United States		14	15 00, week			5	60			
2158	Cigarmaker	40	M	Germany	23	20	15 00, week			5	60			
2159	Cigarmaker	30	M	Germany	26		12 00, week			5	60		150	
2160	Cigarmaker	17	M				8 50, week			5	60			
2161	Cigarmaker	26	M	New York			14 00, week			5	60	7	40	
2162	Cigarmaker	27	M	Germany	21	6	18 00, week			5	60	18		
2163	Cigarmaker	24	M	United States			15 50, week			5	60		52	
2164	Cigarmaker	23	M	Cuba			15 00, week			5	60			
2165	Cigarmaker	27	M	Germany	20	6	15 00, week			5	60	70		
2166	Cigarmaker	35	M	Germany	20	4	12 00, week			5	60			
2167	Cigarmaker	47	M	United States			15 00, week			5	60	21		
2168	Cigarmaker	24	M				13 50, week			5	60			
2169	Cigarmaker	29	M	United States		24	14 00, week			5	60			
2170	Stripper	19	M	United States		10	3 50, week			5	60	14		7
2171	Stripper	17	M	Cuba			3 00, week			7	60	6		3
2172	Stripper	18	F	Cuba	18		6 00, week			8	60		60	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
<i>Cigar Workmen—Continued.</i>															
2140	Paster	19	good	good	4	4	---	1	\$7 00	---	---	---	no	no	---
2141	Paster	17	good	good	3	3	---	1	4 50	---	---	---	no	no	---
2142	Cigar-box maker	14	good	good	1	1	A	---	---	---	---	---	no	no	---
2143	Cigarmaker	13	good	good	5	2	---	---	---	\$5 00	---	1	yes	yes	\$5 00
2144	Cigarmaker	16	good	good	10	4 w	---	---	---	4 50	---	3	yes	yes	8 00
2145	Cigarmaker	15	good	good	25	15 m	rent	4	12 00	---	---	2	yes	yes	5 00
2146	Cigarmaker	11	good	fair	12	6 w	---	---	---	---	---	---	no	yes	---
2147	Cigarmaker	13	good	good	3	3	---	---	---	3 50	---	---	no	no	---
2148	Cigarmaker	13	good	good	15	2 m	---	---	---	5 00	---	---	yes	yes	5 00
2149	Cigarmaker	14	good	good	10	6 w	rent	9	---	5 00	---	2	yes	yes	5 00
2150	Cigarmaker	12	good	good	9	4 m	own	4	---	5 00	---	3	yes	yes	8 00
2151	Cigarmaker	15	good	poor	8	3	---	---	---	---	---	---	yes	yes	5 00
2152	Cigarmaker	16	good	good	37	2	---	1	5 00	3 50	---	---	yes	yes	9 00
2153	Cigarmaker	10	good	poor	5	5	rent	5	15 00	---	---	---	yes	yes	13 00
2154	Cigarmaker	12	good	good	9	4 m	---	---	---	---	---	---	no	yes	---
2155	Cigarmaker	14	good	bad	11	3	---	---	---	---	---	---	yes	yes	8 00
2156	Cigarmaker	13	good	good	5	2	---	---	---	5 00	---	---	yes	yes	5 00
2157	Cigarmaker	16	good	good	10	4 w	---	---	---	4 50	---	1	yes	yes	8 00
2158	Cigarmaker	15	good	good	25	15 m	rent	4	12 00	---	---	3	yes	yes	5 00
2159	Cigarmaker	11	good	fair	12	6 w	---	---	---	---	---	2	no	yes	---
2160	Cigarmaker	13	good	good	3	3	---	---	---	3 50	---	---	no	no	---
2161	Cigarmaker	13	good	good	15	2 m	---	---	---	5 00	---	---	yes	yes	5 00
2162	Cigarmaker	14	good	good	10	6 w	rent	9	---	---	---	2	yes	yes	5 00
2163	Cigarmaker	12	good	good	9	4 m	own	4	---	5 00	---	3	yes	yes	8 00
2164	Cigarmaker	15	good	good	8	3	---	---	---	---	---	---	yes	yes	5 00
2165	Cigarmaker	9	good	fair	16	3	rent	5	8 00	---	---	2	yes	yes	5 00
2166	Cigarmaker	16	good	good	3	2	---	---	---	3 50	---	---	yes	yes	5 00
2167	Cigarmaker	10	good	poor	37	5	rent	1	5 00	---	---	---	yes	yes	9 00
2168	Cigarmaker	12	good	good	9	4 m	---	5	15 00	---	---	---	yes	yes	13 00
2169	Cigarmaker	14	good	bad	11	3	---	---	---	---	---	---	no	yes	---
2170	Stripper	14	good	good	7	3	---	---	---	---	---	---	yes	yes	8 00
2171	Stripper	14	good	good	2	1	---	---	---	---	---	---	---	---	---
2172	Stripper	13	good	good	3	12 d	---	---	---	---	---	---	no	no	---

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.			From A. M.	To P. M.	Sick.	No Work.	Other Cause.
Cigar Workmen—Continued.																
2173	Cigarmaker	50	M	S	Germany	31	31	18 00, week					60		24	
2174	Cigarmaker	32	M	S	Germany	8	8m	14 00, week					60		52	
2175	Cigarmaker	33	M	S	Denmark	9	3m	16 00, week					60	7		31
2176	Cigarmaker	29	F	S	Michigan			7 00, week	\$357	\$0 97	8	5	60			
2177	Cigarmaker	23	M	S	California	11	1	10 00, week	380	1 04	8	5	60		52	
2178	Cigarmaker	28	M	M	Germany	18	6	12 00, week	484	1 32	8	5	60			12
2179	Cigarmaker	32	M	M	Australia			10 00, week	401	1 10	8	5	60		39	
2180	Cigarmaker	20	M	S	United States			10 00, week	552	1 51	8	5	60		26	
2181	Cigarmaker	33	M	S	Germany	7	5	12 00, week	552	1 51	8	5	60			30
2182	Cigarmaker	19	M	S	Germany	1	11m	10 00, week	460	1 26	8	5	60		30	
2183	Cigarmaker	33	M	S	Germany	9	9	10 00, week			7:30	5	30	14	52	
2184	Cigarmaker	35	M	S	Germany	20	10	10 00, week	460	1 26	8	5	60		30	
2185	Cigarmaker	20	M	S	New York			6 00, week	300		8	5	60		6	
2186	Cigarmaker	30	M	S	Tennessee			12 00, week	612	1 69	8	5	60			
2187	Cigarmaker	28	M	S	Germany	10	10	12 00, week	588	1 60	8	5	60		12	
2188	Cigarmaker	20	M	S	California			9 00, week	456	1 24	8	5	60			
2189	Cigarmaker	40	M	M	United States			12 00, week	516	1 41	8	5	60	2		
2190	Cigarmaker	35	M	M	Germany	18	3	12 00, week	504	1 38	8	5	60	6	24	24
2191	Cigarmaker	33	M	M	Illinois			14 00, week	644	1 76	8	5	60	15	15	
2192	Cigarmaker	32	M	M	United States			12 00, week	554	1 51	8	5	60	5		
2193	Cigarmaker	43	M	S	Germany	12	4	9 00, week	360		8	5	60		42	24
2194	Cigarmaker	32	M	M	United States			12 00, week	552	1 51	8	5	60	18	12	
2195	Cigarmaker	23	M	S	California			9 00, week	306	83	8	5	60	60	42	
2196	Cigarmaker	35	M	M	Germany			9 00, week	387	1 03	8	5	60	24	12	
2197	Cigarmaker	26	M	M	Pennsylvania	9	9	11 00, week	446	1 22	8	5	60	12		
2198	Cigarmaker	38	M	S	Ohio			9 00, week	343		8	5	60	35		42
2199	Cigarmaker	34	M	M	Ohio			9 00, week	378	1 03	8	5	60	24	24	30
2200	Cigarmaker	23	M	S	Ohio			8 00, week	320	87	8	5	60	30	30	36
2201	Cigarmaker	22	M	M	California			15 00, week	645	1 76	8	5	60	18	30	
2202	Cigarmaker	34	M	M	Germany			9 00, week	391	1 07	8	5	60	21		30
2203	Cigarmaker	29	M	M	California			18 00, week	459	1 25	8	5	60			24
2204	Cigarmaker	29	M	S	Maryland			9 00, week	459	1 25	8	5	60	153		
2205	Cigarmaker	33	M	M	Prussia	31	17	8 00, week	408	1 11	8	5	60			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.	
		Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging ..		Beneficial Associat'ns	Labor Or- ganizat'ns.		
Cigar Workmen—Continued.															
2173	Cigarmaker	15	good	good	35	6 d	own	6					yes	yes	\$5 00
2174	Cigarmaker	15	good	good	17	24 d		1	\$12 00		\$24 m			yes	Burial expenses.
2175	Cigarmaker	14	good	good	19	4		4			22 00	4	yes	yes	10 00
2176	Cigarmaker	14	good	good	10	4		1			4 00		no	no	10 00
2177	Cigarmaker	15	good	good	15	8		1			30 m		yes	yes	10 00
2178	Cigarmaker	16	good	fair	20	5									
2179	Cigarmaker	16	good	good	16	5 m									
2180	Cigarmaker	14	good	fair	6	4 w		1	6 00	\$4 00			yes	yes	5 00
2181	Cigarmaker	14	good	good	15	5 m	rent	3	10 00				yes	yes	5 00
2182	Cigarmaker	16	good	good	3	5 m							yes	yes	5 00
2183	Cigarmaker	16	good	good	17	7 m			6 00	6 00			no	yes	
2184	Cigarmaker	15	good	good	20	3 m	rent		1 00	10 00	6 00		yes	yes	15 00
2185	Cigarmaker	12	good	good	11	1	rent	3	10 00		3 50		no	no	15 00
2186	Cigarmaker	17	fair	fair	13	5 m	rent						yes	yes	15 00
2187	Cigarmaker	14	good	good	14	5 m	rent	4	10 00			2	yes	yes	15 00
2188	Cigarmaker	8	good	good	8										
2189	Cigarmaker	15	good	good	10	2	rent	3	15 00			5	yes	yes	10 00
2190	Cigarmaker	14	good	fair	21	18 m	rent	5	13 00			4	yes	yes	10 00, Dr. & Med.
2191	Cigarmaker	15	good	good	18	3	rent	4	13 00			3	yes	yes	12 00
2192	Cigarmaker	7	good	fair	20	6 m	rent	2	12 00			1	yes	yes	5 00
2193	Cigarmaker	15	good	poor	22	3 m		1	6 00	4 50			yes	yes	5 00
2194	Cigarmaker	13	good	good	13	3	rent	4	18 00			4	yes	yes	12 50
2195	Cigarmaker	15	good	good	7	1					7 00		yes	yes	5 00
2196	Cigarmaker	17	good	good	17	4	rent	3	12 00			3	yes	yes	12 00
2197	Cigarmaker	15	good	good	12	3 w	rent	3	16 00			1	yes	yes	5 00
2198	Cigarmaker	16	good	good	16						20 m		yes	yes	5 00
2199	Cigarmaker	15	fair	fair	4	4	own					7	yes	yes	12 50
2200	Cigarmaker	12	good	good	11	18 m	rent	1			28 m		yes	yes	9 00, Dr. & Med.
2201	Cigarmaker		good	good	8	9 w	rent	2	14 00				yes	yes	5 00
2202	Cigarmaker	17	good	good	21	4	rent	5	10 00			1	yes	yes	15 00
2203	Cigarmaker	13	good	good	16	3 w	rent	1	22 00			4	yes	yes	30 00
2204	Cigarmaker	14	good	good	15	1 m		1			20 m		yes	yes	5 00
2205	Cigarmaker	13	good	fair	20	3 m		1	7 00	4 00			yes	yes	5 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year	Daily Average			From A. M.	To P. M.	Sick	No Work	Other Cause.
Cigar Workmen—Continued.															
2206	Cigarmaker	42	M	S	Germany	2	2	\$10 00, week	\$450	\$1 23	8	5	60	12	24
2207	Cigarmaker	42	M	M	Germany	26	6	13 00, week	663	1 81	8	5	60		24
2208	Cigarmaker	32	M	S	Germany	20	15	11 00, week			8	5	60		
2209	Cigarmaker	39	M	M	England	37	6	100 00, mo			8	5	60		
2210	Cigarmaker	30	M	M	Germany	13	9	14 00, week	644	1 76	8	5	60	18	12
2211	Cigarmaker	27	M	M	United States			7 00, week			8	5	60		
2212	Cigarmaker	25	M	M	California			12 00, week			8	5	60		
2213	Cigarmaker	48	M	S	England	38	6	12 00, week	516	1 41	8	5	60	12	24
2214	Cigarmaker	23	M	S	New York			12 00, week	356	97	8	5	60	24	24
2215	Cigarmaker	35	M	M	England	7	6	14 00, week	644	1 76	8	5	60	78	26
2216	Cigarmaker	24	M	M	Pennsylvania			7 00, week	150	41	8	5	60	153	24
2217	Cigarmaker	35	M	S	Pennsylvania			12 00, week			8	5	60		10
2218	Cigarmaker	27	M	M	Illinois			12 00, week	496	1 36	8	5	60	42	16
2219	Cigarmaker	34	M	S	England	12	6				8	5	60		10
2220	Cigarmaker	38	M	S	Germany	7	6	12 00, week	560	1 53	8	5	60		2
2221	Cigarmaker, apprentice	14	M	S	California			3 00, week	150	41	8	5	60	24	
2222	Cigarmaker	45	F	S				10 00, week	500	1 37	8	5	60	6	
2223	Cigarmaker	28	M	S	United States			17 00, week	838	2 29	8	5	60		10
2224	Cigarmaker	19	F	M	California			12 00, week	612	1 67	8	5	60		
2225	Cigarmaker	19	M	M	California			14 00, week	653	1 78	8	5	60	26	
2226	Cigarmaker	18	M	S	California			5 00, week	225	61	8	5	60		
2227	Cigarmaker	19	M	S	California			14 00, week	563	1 54	8	5	60	12	52
2228	Cigarmaker	27	M	S	England	21	6	12 00, week	408	1 11	8	5	60	78	24
2229	Cigarmaker	20	M	S	California			10 00, week	506	1 38	8	5	60	2	
2230	Cigarmaker	28	M	S	Germany	22	22	9 00, week	414	1 13	8	5	60	12	6
2231	Cigarmaker	33	M	M	Germany	10	4	11 00, week	440	1 20	8	5	60	42	24
2232	Cigarmaker	26	M	S	United States			6 75, week	175	48	8	5	60	78	24
2233	Cigarmaker	26	F	S	California			8 00, week	280	76	8	5	60	60	12
2234	Packer	36	M	M	Austria	12	10	18 00, week	846	2 31	8	5	60	24	
2235	Packer	32	M	S	Germany	17	9	14 00, week	630	1 72	8	5	60		12
2236	Sorter	42	F	M	Germany	12	6	7 50, week	382	1 04	8	5	60	6	18
2237	Sorter	27	M	S	Austria	7	6	6 00, week	300	82	8	5	60		6
2238	Caser and booker	23	M	S	California			15 00, week	635	1 74	8	5	60		52

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.	
		Then.....	Now	Present Employment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.		
Cigar Workmen—Continued.															
2206	Cigarmaker	18	good	good	15	2 w	rent	1	\$5 00	\$4 00		1	yes	yes	\$5 00
2207	Cigarmaker	14	good	good	28	2 w	rent	5	15 00				yes	yes	28 00
2208	Cigarmaker	16	good	good	20	3 m		1	7 00	4 00			yes	yes	5 00
2209	Cigarmaker	8	good	fair	31	9 m	own	4				6	yes	no	7 00
2210	Cigarmaker	12	good	good	31	3	rent	4	14 00				yes	yes	20 00
2211	Cigarmaker	9	good	good	18	5 w			5 00	4 00		2	yes	yes	5 00
2212	Cigarmaker	16	good	good	4	6 w						1	yes	yes	5 00
2213	Cigarmaker	11	good	good	38	19		1	6 00	4 50		1	yes	yes	12 50
2214	Cigarmaker	15	good	good	4	2		1		\$5 00			yes	yes	5 00
2215	Cigarmaker	16	good	good	24	2	rent	3	12 00			2	yes	yes	5 00
2216	Cigarmaker	9	good	fair	7	4	rent	2	14 00				yes	yes	5 00
2217	Cigarmaker	9	good	good	28	5		1	15 00	17 00		3	no	no	10 00
2218	Cigarmaker	14	good	fair	12	6	rent	4	14 00				yes	yes	14 50
2219	Cigarmaker	13	good	good	18	3	rent	1		25 m			yes	no	5 00
2220	Cigarmaker	24	good	good	14	2	rent	4	10 00		2		yes	yes	
2221	Cigarmaker, apprentice	13	good	good	1	1	A								
2222	Cigarmaker		good	good	28	2	rent	5	11 00				yes	yes	
2223	Cigarmaker	15	good	good	12	5		1	15 00	4 50			yes	yes	5 00
2224	Cigarmaker	16	good	good	3	3	rent	6	20 00		5		yes	yes	5 00
2225	Cigarmaker	14	good	good	5	30 d	rent	4	15 00		3		yes	yes	
2226	Cigarmaker	17	good	good	6 m			1	8 00	3 00			no	no	
2227	Cigarmaker	15	good	good	5	3	A						yes	yes	15 00
2228	Cigarmaker	12	good	good	12	6 m							yes	yes	5 00
2229	Cigarmaker	14	good	fair	7	7				6 00			yes	yes	5 00
2230	Cigarmaker	14	good	fair	13	2 m				8 00			yes	yes	5 00
2231	Cigarmaker	16	good	good	19	21 m	rent	4	15 00			4	yes	yes	7 50, Dr.& Med.
2232	Cigarmaker	14	good	good	12	10 m		1	6 00	4 00			yes	yes	10 00, Dr.& Med.
2233	Cigarmaker	16	good	fair	10	10	A						yes	yes	5 00
2234	Packer	13	good	good	12	10	own	8				2	yes	yes	5 00
2235	Packer	15	good	good	12	4		1	5 00	5 25			yes	yes	12 50
2236	Sorter	14	good	good	29	4	own	5	6 00			1	yes	no	2 50
2237	Sorter	14	good	fair	8	5 m		1	6 00	4 55			no	no	
2238	Caser and booker	15	good	good	8	3		1		7 00			no	no	10 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch..	Number Days Lost.		
						U. S.	California..		Year	Daily Aver- age			From A. M. ...	To P. M.	Sick .....	No Work .....	Other Cause.
<i>Cigar Workmen—Continued.</i>															
2239	Stripper	19	F	S	New York			\$5 00, week	\$242	\$0 66		60	6		10
2240	Stripper	21	F	S	New York			5 50, week	273	74		60			8
2241	Stripper	26	F	S	California			5 50, week				60			18
2242	Stripper	23	F	S	California			7 00, week				60			24
2243	Stripper	23	F	S	California			6 00, week				60			
2244	Stripper	15	M	S	Missouri			4 00, week	204	55		60			
2245	Stripper	24	F	S	California			6 00, week				60			52
2246	Stripper	19	F	S	Massachusetts			6 00, week				60			12
2247	Stripper	17	F	S	California			5 00, week	253	69		60		2	
2248	Cigarmaker	20	M	S	California			13 00, week	606	1 66		60		26	
2249	Cigarmaker	23	M	S	California			10 00, week	510	1 39		60			
2250	Cigarmaker	32	M	S	New York			7 50, week				60		30	208
2251	Cigarmaker	31	M	M	United States			9 00, week	441	1 20		60		12	
2252	Cigarmaker	63	M	S	England	43	3	10 00, week	475	1 30		60			21
2253	Cigarmaker	32	M	S	Michigan			10 00, week	510	1 39		60			
2254	Cigarmaker	24	M	S	New York			10 00, week	475	1 30		60		3	18
2255	Cigarmaker	28	M	S	Canada	6	6	10 00, week	428	1 17		60		12	7
2256	Cigarmaker	39	M	S	Illinois			8 00, week	304	83		60		78	
2257	Cigarmaker	36	M	S	Pennsylvania			8 00, week	405	1 10		60		2	
2258	Cigarmaker	21	M	S	California			4 00, week	169	46		60		52	
2259	Cigarmaker	52	F	S	Sweden	24	14	5 00, week				60		½	25
2260	Cigarmaker	19	M	S	California			6 00, week				60		2	26
2261	Cigarmaker	27	M	S	Canada	10	3	10 00, week	304	82		60		2	
2262	Cigarmaker	26	M	S	Hungary	10	9	17 00, week	765	2 09		60		65	36
2263	Cigarmaker	31	M	S	Canada	13	6	12 00, week	482	1 32		60			
2264	Cigarmaker	24	M	S	California			14 00, week				60			
2265	Cigarmaker	42	M	S	Germany	39	31	16 00, week				60		12	12
2266	Cigarmaker	28	M	S	Canada	10	6	14 00, week				60			
2267	Cigarmaker	37	M	S	Germany	22	14	13 00, week				60		5	
2268	Cigarmaker	25	M	S	Illinois			16 00, week	784	2 14		60			12
2269	Cigarmaker	28	M	S	Denmark	9	6	16 00, week	816	2 23		60			
2270	Cigarmaker	47	M	S	Germany	12	5					60			36
2271	Cigarmaker	40	M	S	Germany	5	4	10 00, week	503	1 37		60		4	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging ..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Cigar Workmen—Continued.														
2239	Stripper	good	good	3	15 m	rent	5	\$12 00				no	no	
2240	Stripper	poor	fair	3	2	rent	5	12 00				no	no	
2241	Stripper	good	good	13	2	A						no	no	
2242	Stripper	good	good	9	7 m	rent	3	12 00			\$2 50	no	no	
2243	Stripper	good	good	7	6 w							no	no	
2244	Stripper	good	good	2	2	A						no	no	
2245	Stripper	good	good	4	6 m		1	10 00			3 00	no	no	
2246	Stripper	good	good	4	3 w	A						no	no	
2247	Stripper	good	good	1	1	A						no	no	
2248	Cigarmaker	good	good	8	1 m		1				7 00	yes	yes	\$5 00
2249	Cigarmaker	fair	fair	5	17 m	rent	3	9 00				yes	yes	5 00
2250	Cigarmaker	good	good	17	6 m	rent	4	14 00				yes	yes	5 00
2251	Cigarmaker	good	good	15	6 m	rent	3	10 00				yes	yes	13 00
2252	Cigarmaker	good	good	52	3	rent	1	8 00	\$4 50			yes	yes	5 00
2253	Cigarmaker	good	good	19	4 w		1	6 00	4 00			yes	yes	5 00
2254	Cigarmaker	good	good	10	6	rent	3	8 00				yes	yes	5 00
2255	Cigarmaker	good	good				1	8 00	4 00			yes	yes	5 00
2256	Cigarmaker	good	good	23	11 m	rent	2	10 00				yes	yes	5 00
2257	Cigarmaker	good	good	17	7		1	6 00	3 50			yes	yes	5 00
2258	Cigarmaker	good	good	4	1		1				5 00	no	no	
2259	Cigarmaker	good	good	34	5							yes	yes	5 00
2260	Cigarmaker	good	good	6	6									13 00, Dr. & Med.
2261	Cigarmaker	good	good	10	3	A	1	6 00	5 50			yes	yes	20 00
2262	Cigarmaker	good	fair	8	6		1	8 00	6 00			yes	yes	13 00, Dr. & Med.
2263	Cigarmaker	good	good	16	6		2							20 00
2264	Cigarmaker	good	good	11	8							yes	yes	5 00
2265	Cigarmaker	good	good	21	13	rent	5	10 00				yes	yes	5 00
2266	Cigarmaker	good	fair	15	5	rent	5	14 00				yes	yes	5 00, Hospital.
2267	Cigarmaker	good	good	22	12		1	6 00	4 00			yes	yes	10 00
2268	Cigarmaker	good	good	12	6		1½				26 m	yes	yes	
2269	Cigarmaker	good	good	13	5		1				26 m	no	no	5 00, Burial ex.
2270	Cigarmaker	good	good	32	2	own	5					yes	yes	5 00
2271	Cigarmaker	good	good	22	3 m		1	7 00	5 00			yes	yes	5 00, Burial ex.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nationality.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.			Number Days Lost.		
						U. S.	California		Year	Daily Average	From A. M.	To P. M.				Sick	No Work	Other Cause.
2272	<i>Cigar Workmen—Continued.</i>																	
2273	Cigarmaker	28	M	M	Germany	9	6	\$14, week 14 00, week			8	5	60				24	12
	Cigarmaker	36	M	S	New York						8	5	60				10	
2274	Compositor	39	M	M	California			3 00, day	\$909	\$2 49	7	5:45	45	3				
2275	Compositor	20	F	S	California			15 00, week	765	2 09	7	5:45	45					
2276	Compositor	23	F	S	Maine			15 00, week			8	5:45	45			104		
2277	Compositor	23	F	S	California			12 50, week			8	5:45	45			52		
2278	Compositor	15	M	S	California						7	5:45	45			26		
2279	Compositor	18	F	S	California			9 00, week			8	5:45	45					
2280	Foreman	21	M	S	England			4 00, day			7	5:45	45					
2281	Compositor	15	F	S	California			15 00, week			8	5:45	45					
2282	Compositor	28	M	S	Pennsylvania			18 00, week	852	2 33	7	5:45	45	10				
2283	Proofreader	23	F	S	California			13 00, week	683	1 81	8	5:45	45					
2284	Proofreader	34	M	S	England	9	6 m	18 00, week			7	5:45	45					
2285	Pager	17	F	S	California			6 00, week	918	2 51	7	6	60			24		
2286	Pressman	32	M	S	California	3	00	3 00, day	675	1 85	7	6	60			36		
2287	Pressman	21	M	S	California			15 00, week			7	6	60					
2288	Pressman	28	M	S	California			21 00, week			7	6	60			4	18	
2289	Pressman	28	M	S	Connecticut			20 00, week	1,010	2 76	7	6	60			3		
2290	Pressman	49	M	S	England	44	42	20 00, week	1,020	2 79	7	6	60					
2291	Pressman	21	M	S	California			2 00, day	612	1 67	7	6	60					
2292	Pressman	47	M	S	Kentucky			15 00, week	765	2 09	7	6	60			36		
2293	Pressman	20	M	S	California			8 00, week	408	1 11	7	6	60					
2294	Pressman	19	M	S	California			8 00, week			7	6	60					
2295	Pressman	30	M	S	California			24 00, week	1,224	3 35	7	6	60					
2296	Pressman	17	M	S	England	12	12	7 00, week			7	6	60					
2297	Pressman	38	M	M	Ireland	21	16	20 00, week	960	2 63	7	6	60					
2298	Pressman	51	M	M	New York			20 00, week	1,020	2 79	7	6	60					
2299	Foreman	23	M	M	California			150, month	1,800	4 93								
2300	Apprentice	20	M	S	United States			10 00, week	510		7	5:30	60			7		
2301	Foreman	30	M	S	California			24 00, week	1,202	3 29	7	5:45	45			3		
2302	Compositor	17	F	S	California			12 00, week	604	1 65	7	5:30	60			4		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.		Amount Paid for			Others Supported..		Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer				Rent.....	Board.....	Board and Lodging..			Beneficial Associat'ns	Labor Or- ganizat'ns.	
2272	Cigarmaker	good	good	17	4	rent	3		\$8 00			6		no	yes	
2273	Cigarmaker	good	good	21	5		1				\$24 m			no	no	
2274	Compositor	good	good	25	18 m	rent	5		20 00			3		no	yes	
2275	Compositor	good	good	6	6									no	yes	
2276	Compositor	good	good	5	3 d									no	yes	
2277	Compositor	good	good	7	6 m					5 00				no	yes	
2278	Compositor	good	good	2 d	2 d					5 00				yes	yes	\$7 00
2279	Compositor	good	good	4	7 m											
2280	Foreman	good	good	6	7 m		1					1		no	no	
2281	Compositor	good	good	8	6 m									no	yes	
2282	Compositor	good	poor	11	3 w									no	yes	
2283	Proofreader	good	good	5	5				9 00					no	yes	
2284	Proofreader	good	good	6 m	6 m											
2285	Pager	good	good	3	2 m											
2286	Pressman	good	good	17	9	rent	5		18 00			4		yes	yes	25 00, Dr. & Med.
2287	Pressman	fair	fair	8	8						8 00			no	yes	10 00, Dr. & Med.
2288	Pressman	good	good	12	2	rent	5		20 00			1		yes	yes	7 50, Dr. & Med.
2289	Pressman	good	good	10	18 m									yes	yes	
2290	Pressman	good	good	20	6									no	yes	
2291	Pressman	good	good	3	3		1		4 00	\$3 00		5		yes	yes	
2292	Pressman	fair	poor	11	11	rent	5		13 00			2		no	yes	
2293	Pressman	good	good	5	4 m											
2294	Pressman	good	good	21 m	2 m											
2295	Pressman	good	good	11	6	own						4		yes	yes	20 00, and Dr.
2296	Pressman	good	good													
2297	Pressman	good	good	21	14	own						4		yes	yes	10 00
2298	Pressman	good	good	43	27	own								yes	yes	7 50, Dr. & Med.
2299	Foreman	good	good	14	12	own						3		yes	no	17 50
2300	Apprentice	good	good	4	4							2		no	no	
2301	Foreman	good	good	12	4						25 m			yes	yes	7 50, Dr. & Med.
2302	Compositor	good	good	1	1											

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
2303	Printing—Continued.														
2304	Compositor	20	S	California.			\$10 00, week	\$510	\$1 39	7	5:30		3	6	
2305	Printer	24	F	Ohio			21 00, week	927	2 54	7	6	60	2		
2306	Compositor	30	M	New York			20 00, week	1,020	2 79						
2307	Compositor	16	M	California	33	33	3 00, day			7	5:45	45	8	130	
2308	Compositor	34	M	Panama	25	18	3 00, day	459	1 25	7	5:45	45	6	153	
2309	Compositor	42	M	England			5 00, week	190	52	7	5:45	45		78	26
2310	Compositor	17	M	California			11 00, week	513	1 40	7	5:45	45		153	
2311	Compositor	20	M	California	25	1	16 00, week			7	5:45	45			
2312	Compositor	43	M	England			6 00, week	303	83	7	5:45	45	3		
2313	Compositor	16	F	California	6	4	3 00, day	708	1 93	8	5	45	12	6	52
2314	Compositor	21	M	Russia	18	18m	9 00, week	441	1 20	7	5:45	45			
2315	Compositor	27	M	England	18m	18m	3 00, day			7	5:45	45			
2316	Compositor	23	M	California			3 00, day	810	2 21	7	5:45	45	36		
2317	Compositor	30	M	California			4 00, day			7	5:45	45			
2318	Compositor	30	M	Indiana			4 00, day			7	5:45	45			
2319	Compositor	21	M	Canada	5	5	10 00, week			7	5:45	45			
2320	Compositor	23	M	California			16 00, week			7	5:45	45			
2321	Compositor	23	M	England	7	7	4 00, week			7	5:45	45			
2322	Compositor	18	M	Wales	10	4	3 00, day			7	5:45	45			
2323	Compositor	25	M	Russia	24	24	3 00, day	918	2 57	7	5:45	45			
2324	Compositor	40	M	New Brunswick			3 00, day	783	2 14	7	5:45	45			39
2325	Compositor	32	M	Washington			18 00, week	918	2 51	7	5:30	60			
2326	Foreman	30	M	California			3 50, week	177	48	7	5:30	60			2
2327	Printer	15	M	Connecticut	11	22	00, week	1,122	3 05	7:30	5:30	60			
2328	Printer	31	M	California			3 00, week	153	41		5:30	60			
2329	Apprentice	14	M	New York			3 00, day			7	5:45	45			
2330	Printer	25	M	Maine	4	50	4 50, day	1,987	3 52	7	6	60			
2331	Compositor	63	M	California			9 00, week	423	1 15	7	6	60			24
2332	Compositor	26	M	California			8 00, week	400	1 09	7	6	60			6
2333	Compositor	17	M	California	8	00	8 00, week	408	1 11	7	6	60			
2334	Compositor	19	M	England			5 00, week	255	69	7	6	60			
2335	Compositor	17	M	California	9	9	15 00, week	637	1 74	7	6	60			
2336	Compositor	22	M	California			15 00, week	620	1 70	7	6	60	6	52	
2337	Compositor	20	F	California			15 00, week			7	6	60			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(continued).

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year	Daily Aver- age	From A. M.	To P. M.		Sick	No Work.	Other Cause.	
Printing—Continued.																	
2336	Compositor	17	M	M	California			\$5 00, week	\$212	\$0 55	7	6	60	52			
2337	Printer	19	M	M	France			9 00, week	432	1 18	7	6	60	18			
2338	Compositor	28	M	M	California			20 00, week	1,020	2 79	7	6	60				
2339	Compositor	38	M	M	California			26 00, week	1,321	3 63	7	6	60	1			
2340	Printer	23	M	M	California			9 00, week	459	1 25	7	6	60				
2341	Printer	47	M	M	Ireland	29	18	4 00, day	1,224	3 35	7	6	60	4			
2342	Printer	19	M	M	California			9 00, week	453	1 24	7	6	60				
2343	Printer	22	M	M	California			9 00, week	382	1 04	7	6	60	52			
2344	Compositor	36	M	M	Missouri			25 00, week	1,275	3 49	7	6	60				
2345	Compositor	21	M	M	Massachusetts			2 00, day	492	1 34	7	6	60				60
2346	Compositor	20	M	M	California			10 00, week			7	6	60		26		
2347	Compositor	36	M	M	New York			18 00, week	918	2 51	7	6	60				
2348	Compositor	38	M	M	France	31	31	18 00, week	918	2 51	7	6	60				
2349	Utility man	28	M	M	California			20 00, week	1,020	2 80	7	6	60				
2350	Porter	22	M	M	Kentucky			10 00, week			7	5:45	45	3	208		
2351	Stockkeeper	22	M	M	California			18 00, week			7	5:45	45				
2352	Errand boy	13	M	M	California						7	5:45	45				
2353	Paper cutter	21	M	M	California			3 00, week			8	5	45				
2354	Paper cutter		F	F	New Hampshire			9 00, week			8	5	45				
2355	Pressman	41	M	M	Norway	1	1	10 00, week	500	1 36	7	6	60		6		
2356	Pressman	35	M	M	California			3 00, day	918	2 51	7	6	60				
2357	Pressman	23	M	M	England	3	2	2 00, day	608	1 66	7	6	60	2			
2358	Pressman	41	M	M	California			15 00, week	755	2 07	7	6	60	4			
2359	Pressman	21	M	M	England	14	14	13 00, week	663	1 81	7	6	60				
2360	Foreman	39	M	M	California			30 00, week			7	5:45	45				
2361	Pressman	27	M	M	California			3 00, day	918	2 51	7	5:45	45				
2362	Pressman	22	M	M	California			2 00, day	588	1 61	7	5:45	45	12			
2363	Pressman	20	M	M	New York			3 00, day	762	2 08	7	5:45	45		52		
2364	Pressman	21	M	M	New York			2 00, day			7	5:45	45				
2365	Pressman	20	M	M	California			10 00, week			7	5:45	45		1	10	
2366	Pressman	15	M	M	California			5 00, week	254	69	7	5:45	45	1			
2367	Pressman	30	M	M	England	7	6	3 00, day			7	5:45	45	30	117		
2368	Pressman	45	M	M	Massachusetts			3 00, day			7	5:45	45		48		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
			Then.....	Now.....	Present Em- ployment.	Present Em- ployer.....			Rent.....	Board.....	Board and Lodging...		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Printing—Continued.															
2336	Compositor	14	fair	good	3	3		1	\$4 00			1	no		
2337	Printer	15	good	good	3	3						3	yes		\$7 50, Dr. & Med.
2338	Compositor	17	good	good	12	8	own					4	yes	no	10 00, Dr. & Med.
2339	Compositor	14	good	good	24	20	own								
2340	Printer	16	good	good	8	6									
2341	Printer	13	fair	good	34	18	own					4	yes	no	10 00, Dr. & Med.
2342	Printer	12	good	good	3	5									
2343	Printer	18	good	good	4	2	rent	5	15 00			4	no	yes	
2344	Compositor	17	good	good	18	16	own					7	yes	yes	26 00
2345	Compositor	15	good	good	5	2									
2346	Compositor	18	good	good	3	6 m									
2347	Compositor	14	fair	fair	14	12	rent	4	20 00			4	yes	yes	10 00
2348	Compositor	13	good	good	25	25	rent	4	16 00			3	no	yes	15 00, Dr. & Med.
2349	Utility man	20	good	good	10	10									
2350	Porter	10	good	good	3 m	3 w									
2351	Stockkeeper	14	good	good	7	3 m									
2352	Errand boy.	13	good	good	1 d	1 d									
2353	Paper cutter	21	good	good	1 m	1 m				\$2 00			no	no	
2354	Paper cutter	12	good	good	3	6 d		1					no	no	
2355	Pressman	14	good	good	1	1	rent	3	7 00			2	no	no	
2356	Pressman	17	good	good	17	17	rent	5	15 00			5	no	yes	
2357	Pressman	14	good	good	8	18 m		1	6 00	\$4 50			no	no	
2358	Pressman	16	good	good	25	4	rent	4	13 00			4	no	yes	
2359	Pressman	13	good	good	8	3	rent	4	18 00			1	no	yes	7 50, Dr. & Med.
2360	Foreman	14	good	good	26	6 m	rent	7	25 00			5	yes	yes	7 50, Dr. & Med.
2361	Pressman	18	good	good	12	8	rent	4	15 00			3	yes	yes	
2362	Pressman	12	good	poor	5	5									
2363	Pressman	12	good	good	8	3		1	6 00	4 20	7 00		no	yes	
2364	Pressman	14	good	good	7	2 m							no	yes	
2365	Pressman	14	good	good	5	2 m									
2366	Pressman	15	good	good	1	1									
2367	Pressman	9	good	good	20	3 w	rent	4	15 00			3	yes	yes	7 50, Dr. & Med.
2368	Pressman	15	poor	poor	30	4 m	rent	5	15 00			1	yes	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.	
Printing—Continued.																	
2369	Pressman	25	M	X	Missouri			\$24 00, week	\$765	\$2 09	7	5:45	45				
2370	Pressman	33	M	X	Massachusetts			15 00, week			7	5:30	60				
2371	Pressman	16	M	X	United States			5 00, week	255	69	7	5:30	60				
2372	Pressman	16	M	X	California			5 00, week	255	69	7	5:45	45				
2373	Pressman	21	M	X	California			15 00, week	765	2 09	7	5:45	45				
2374	Pressman	16	M	X	California						8	5	45				
2375	Pressman	26	M	X	California			9 00, week	459	1 25	7	5:45	45				
2376	Pressboy	16	M	X	California			5 00, week			7	5:45	45				
2377	Press feeder	18	F	X	Illinois			8 00, week	384	1 05	7	6	60	18			
2378	Press feeder	21	F	X	California			9 00, week	450	1 23	7	6	60	6			
2379	Engraver, wood	37	M	M	England	10	10	20 00, week	918	2 51	7	6	60				
2380	Foreman	39	M	M	England	5	4	24 00, week	1,164	3 18	7:15	6	45	14			
2381	Compositor	39	M	M	United States	10	10		1,000	2 74	8:45	3:45	30				
2382	Compositor		M	M	California			20 00, week	1,020	2 79	7:30	6					
2383	Proofreader	35	M	S	Maine	12	12				7	6	30				
2384	Compositor	20	F	S	Michigan	6	6	24 00, week	1,224	3 35	7:15	6	30				
2385	Foreman	25	M	M	California				840	2 30	8:45	6					24
2386	Compositor	23	M	S	California												
Printing (morning papers).*																	
2387	Pressman	29	M	S	California			12 50, week	575	1 55	8	5	60	30			
2388	Pressman	40	M	S	Virginia			20 00, week	1,020	2 80	8	5	60				
2389	Compositor	27	M	X	Ohio			4 00, day						6			
2390	Compositor	35	M	X	United States			4 50, day								156	
2391	Compositor	28	M	X	California			4 00, day									
2392	Compositor	32	M	X	Tennessee			4 00, day									
2393	Compositor	24	M	S	California			5 00, day							1		
2394	Compositor	21	M	S	California			4 50, day									
2395	Compositor	31	M	S	California			4 50, day									
2396	Compositor	24	M	S	California			4 50, day									
2397	Compositor	21	F	X	California			10 00, week			8:30	5	45	1			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Employer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Printing—Continued.														
2369	Pressman			15	18 m					\$7 00	1	yes	yes	\$10 00
2370	Pressman		good	2	2							no	no	
2371	Pressman		good	18 m	18 m							no	no	
2372	Pressman		good	6	7 m									
2373	Pressman		good	4	3 d									
2374	Pressman		good	10	10							yes	no	7 50, Dr. & Med.
2375	Pressman		good	1	4 m									
2376	Pressboy		good	2	6 d									
2377	Press feeder		good	4	19 m						3			
2378	Press feeder		good	20	10	own						no	no	
2379	Engraver, wood		good	4	4						5	yes	yes	
2380	Foreman		good	20	2	rent	6	\$27 50						
2381	Compositor		good	8	2 m	rent	4	20 00			5	no	yes	8 00
2382	Compositor		good	10	3	own	7				3	yes	yes	
2383	Proofreader		good	4	18 m									
2384	Compositor		good	9	6	rent	6	30 00			1	yes	yes	10 00
2385	Foreman		poor	5	5	rent	5				2	yes	yes	8 00
2386	Compositor		good											
Printing (morning papers).*														
2387	Pressman		poor	7	7					20 00		yes	no	7 50, Dr. & Med.
2388	Pressman		good	2	2	rent	5	24 00			1	no	no	
2389	Compositor		good	14	3 m			6 00	\$3 50			no	yes	
2390	Compositor		fair	23	8 m			11 00	5 00			no	yes	
2391	Compositor		good	12	2						2	no	yes	
2392	Compositor		good	18	2		1	10 00	4 50			no	yes	
2393	Compositor		good	10	1							no	yes	
2394	Compositor		good	6	4							yes	yes	
2395	Compositor		good	14	2			10 00	5 00		1	no	yes	10 00
2396	Compositor		good	10	7		1	5 00	4 50		1	yes	yes	8 00, Dr. & Med.
2397	Compositor		good	5	6 m							no	no	

*The compositors on morning papers work from 7 P. M. to 1 A. M., and work from two to three hours in the afternoon distributing type set up the preceding day.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California..		Year	Daily Aver- age	From A. M...	To P. M.....		Sick	No Work....	Other Cause.
<i>Printing—Continued.</i>																
2398	Compositor	57	M	M	Ohio	47	17	\$5 50, day								
2399	Compositor	55	M	M	New Brunswick	20	10	3 00, day							52	
2400	Compositor	36	M	M	England	40	20	28 50, week								
2401	Compositor	48	M	M	Ireland			20 00, week							60	
2402	Compositor	28	M	M	California											
2403	Compositor	29	M	M	New York			4 50, day								
2404	Compositor	34	M	M	New York			4 50, day							225	
2405	Compositor	47	M	M	Ireland	34	27	3 50, day	\$975	\$2 67						
2406	Compositor	49	M	M	Ireland	36	34	3 75, day	900	2 46					104	125
2407	Compositor	36	M	M	Iowa			3 75, day	1,252	3 43						
2408	Compositor	24	M	M	Ohio			4 00, day	1,174	3 21					78	18
2409	Compositor	26	M	M	California			5 00, day							6	
2410	Distributor	21	F	S	California			13 50, week								
<i>Lithographing.</i>																
2411	Foreman	30	M	M	Germany	14	9	30 00, week	1,470	4 02	7	6	60			
2412	Assistant foreman	23	M	M	California			30 00, week	1,530	4 19	7	6	60			
2413	Forelady, press-room	19	F	S	New York			2 00, day	608	1 66	7	6	60		2	
2414	Printer	38	M	S	California			3 00, day	915	2 50	8	5	60		1	
2415	Pressman	21	M	S	California			2 00, day	612	1 67	8	5	60			
2416	Pressman	20	M	S	California			2 00, day	600	1 64	7	6			6	
2417	Pressman	17	M	S	California			6 50, week	324	88	7	6	60		1	6
2418	Pressman	16	M	S	New York			1 00, day	306	84	7	6	60		60	
2419	Pressman	17	M	S	California			9 00, week	420	1 15	7	6	60		26	
2420	Pressboy	16	M	S	California			5 00, week			7	6	60			
2421	Pressman	16	M	S	California			75, day			7	5				
2522	Pressman	23	M	S	California			3 00, day	756	2 07	7	5	60		54	
2423	Press feeder	18	F	S	California			7 00, week	357	97	7	5	60			
2424	Press-room foreman	26	M	M	California			30 00, week	1,530	4 19	7	5	60			
2425	Pressman	34	M	M	Switzerland	22	8	18 00, week	903	2 47	7	5	60		5	
2426	Pressman	37	M	S	California			5 50, week	264	72	7	5	60		18	
2427	Press feeder	16	M	S	California			6 00, week	305	83	7	5	60		1	
2428	Press feeder	18	M	S	California			7 50, week	370	1 01	7	5	60			10

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Aver- age	From A. M.	To P. M.		Sick	No Work	Other Cause.	
<i>Lithographing—Continued.</i>																	
2429	Press feeder	24	F	X	England	18	18	\$9 00, week	\$459	\$1 25	7	5	60				
2430	Press feeder		F	X	California			9 00, week	459	1 25	7	5	60				
2431	Press feeder	17	F	X	California			7 00, week	357	.97	7	5	60				
2432	Press feeder	23	F	X	California			9 00, week	459	1 25	7	5	60				
2433	Press feeder	25	F	X	England			9 00, week	459	1 25	7	5	60				
2434	Stone grinder	30	M	M	California	40	20	3 00, day	918	2 51	7	5	60				
2435	Color grinder	52	M	M	Switzerland	8	16m	2 50, day	765	2 09	7	6	60				
2436	Stone polisher	35	M	M	Switzerland			2 00, day			7	6	60		153		
2437	Cutter, foreman	28	M	M	New York			25 00, week	1,200	3 28	7	6	60		18		
2438	Cutter.	26	M	M	California			20 00, week	1,016	2 78	7	6	60				
2439	Cutter.	27	M	M	Germany	10	9	18 00, week	846	2 37	7	6	60		24		
2440	Cutter	24	M	X	New York			15 00, week	765	2 09	7	6	60				
2441	Bronze boy	13	M	X	California			3 00, week			7	6	60				
2442	Label assorter	17	F	X	Kentucky			1 00, day	306	.84	7	6	60				
2443	Label cutter	18	F	X	California			4 00, week			7	6	60				
2444	Padder	14	M	X	California			4 00, week	203	.55	7	6	60			1	
2445	Label packer*	20	F	X	France			4 00, week			7	6	60				
2446	Label packer	21	F	X	California			4 50, week	229	.62	7	6	60				
2447	Engraver.	26	M	X	Missouri			6 00, day			7	6	60				
2448	Engraver	40	M	M	New York			5 00, day							78		3
2449	Engraver	19	M	X	Pennsylvania			16 00, week									
2450	Engraver	20	M	X	California			2 50, day			7	6	60				
2451	Engraver	23	F	X	California			7 50, week									
2452	Engraver	36	M	M	Massachusetts												
2453	Engraver	24	M	X	California			22 00, week	1,122	3 07	8	5	60				
2454	Engraver	18	M	X	Kentucky			7 00, week	357	.97	8	5	60				
2455	Engraver	22	M	X	California			20 00, week	1,003	2 74	8	5	60		5		
2456	Engraver	18	M	X	California			2 00, week			8	5	60				
2457	Engraver	19	M	X	California			10 00, week	510	1 39	8	5	60				
2458	Engraver		F	X	California			5 00, week			8	5	60				
2459	Engraver	25	M	X	California			25 00, week	1,058	2 90	8	5	60				52

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.	
		Then.....	Now	Present Employment	Present Employer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns.		
<i>Lithographing—Continued.</i>															
2429	Press feeder	good	good	8	2	A	4	\$18 50		\$4 00	1	yes	no	\$7 00	
2430	Press feeder	good	good	6	3	A									
2431	Press feeder	good	good	3	3	A									
2432	Press feeder			4	4	A									
2433	Press feeder	good	good	9	2	A	4	\$18 50			1	no	no		
2434	Stone grinder	good	good	8	8		1			16 00	1	yes	no	10 00	
2435	Color grinder	good	fair	3	3 m	rent	2	7 00			1	no	no		
2436	Stone polisher	good	good	12	4	rent	4	15 00			1	yes	no	7 50, Dr.& Med.	
2437	Cutter, foreman	good	fair	14	4	rent	3	10 50			1	no	no	17 00, Dr.& Med.	
2438	Cutter	good	good	14	4	rent	3	10 00			2	yes	no		
2439	Cutter	good	good	9	9	rent	3	10 00			2	yes	no		
2440	Cutter	good	good	2	2		1	8 00	\$4 00		2	no	no		
2441	Bronze boy	good	good	5 w	5 w	A									
2442	Label assorter	good	good	2	2	A									
2443	Label cutter	good	good	6 w	6 w	A									
2444	Padder	good	good	1	1	A									
2445	Label packer*	good	good	6 m	6 m	A									
2446	Label packer	good	good	5	5	A									
2447	Engraver	good	good	11	4	rent	6	25 00			1	yes	no	10 00, Dr.& Med.	
2448	Engraver	good	good	26	10	rent	4	14 00			3	yes	no	10 00, Dr.& Med.	
2449	Engraver	good	good	5	5	A									
2450	Engraver	good	good	5	5	A									
2451	Engraver	good	good	5	5	A									
2452	Engraver	good	good	19	4	own					3	yes	no	7 50, Dr.& Med.	
2453	Engraver	good	good	11	11					5 00		yes	no	10 00, Dr.& Med.	
2454	Engraver	good	good	5	4	A					1	no	no		
2455	Engraver	good	good	6	5					5 00		no	no		
2456	Engraver	good	good	11 m	11 m							no	no		
2457	Engraver	good	good	3	3	A									
2458	Engraver	good	good	7	7		1	16 00	18 m			yes	no	10 00	
2459	Engraver	good	good												
	Deaf and dumb girl.														

* Deaf and dumb girl.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California ..		Year	Daily Aver- age	From A. M. ...	To P. M.		Sick	No Work....	Other Cause.	
Lithographing—Continued.																	
2460	Engraver.....	17	M	M	California.....			\$3 00, week	\$152	\$0 41	8	5	60		1		
2461	Engraver.....	18	M	M	California.....			10 00, week	505	1 38	8	5	60		3		
2462	Engraver.....	20	M	M	California.....			10 00, week	523	1 43	8	5	60		10		
2463	Engraver.....	31	M	M	England.....	25	25	40 00, week	2,040	5 58	8	5	60				
2464	Engraver.....	17	M	M	California.....			2 00, week	104	28	8	5	60				
2465	Engraver.....	17	M	M	California.....			2 00, week	104	28	8	5	60				
2466	Engraver.....	28	M	M	California.....			4 00, day	1,224	3 35	8	5	60				
2467	Engraver.....	20	M	M	California.....			12 00, week	612	1 67	8	5	60				
2468	Engraver.....	18	M	M	California.....			2 00, week	104	28	8	5	60				
2469	Engraver.....	18	M	M	Germany.....	7	7	5 00, week	240	65	8	5	60				
2470	Engraver.....	23	M	M	Germany.....	19	19	3 00, day	918	2 51	8	5	60				
2471	Engraver.....	20	M	M	California.....			10 00, week	510	1 39	8	5	60				
2472	Artist	36	M	M	Germany.....	15	10	65 00, week	3,315	9 08	8	5	60				
2473	Transfer man	35	M	M	Switzerland.....	13	7	4 00, day	1,224	3 35	8	5	60				
2474	Transfer man	26	M	M	California.....			25 00, week	1,275	3 49							
2475	Transfer man	35	M	M	Denmark.....	8	3	18 00, week	918	2 51							
2476	Transfer man	43	M	M	California.....			25 00, week	1,225	3 35					12		
2477	Transfer man	21	M	M	Ireland.....	12	12	3 00, day	918	2 51							
2478	Transfer man	39	M	M	Germany.....	10	1	4 50, day							78	52	
2479	Transfer man	20	M	M	California.....			1 00, day							30		
2480	Transfer man	45	M	M	Germany.....	20	20	17 00, week							5		
2481	Transfer man	28	M	M	Australia.....	3m	3m	12 00, week									
2482	Label assorter.....	17	F	F	California.....			4 00, week			7	6	60				
2483	Label assorter.....	15	F	F	California.....			4 00, week			7	6	60			52	
2484	Label assorter.....	20	F	F	California.....			6 00, week			7	6	60				
2485	Label assorter.....	29	F	F	Connecticut.....			4 00, week			7	6	60			3	
2486	Label assorter.....	20	F	F	California.....			5 00, week			7	6	60				
2487	Label assorter.....	18	F	F	Massachusetts.....			6 00, week			7	6	60				
2488	Label assorter.....	20	F	F	California.....			5 00, week	250	68	7	6	60		6		
Bookbinding.																	
2489	Bookbinder	19	M	M	California.....			6 00, week	306	84	8	5	60				
2490	Bookbinder	53	M	M	Ireland.....	34	7	4 00, day	1,224	3 35	8	5	60				

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued.)

No.	Occupation.	Age, Sex	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
					U. S.	California.		Year	Daily Average	From A. M.	To P. M.		Sick	No Work.	Other Cause.	
Bookbinding—Continued.																
2491	Bookbinder	18	F	New Zealand			\$4 00, week	\$188	\$0 51		5	60	6	18		
2492	Bookbinder	27	F	California			8 00, week	304			5	60		78		
2493	Bookbinder	20	F	California			5 00, week	250	68		5	60	6			
2494	Bookbinder	17	F	California			4 50, week	225	61		5	60	6			
2495	Bookbinder	18	M	California			4 50, week	217	59		5	60	12	4		
2496	Bookbinder	22	M	California			8 00, week	408	1 11		5	60				
2497	Feeder	16	F	Nevada			3 50, week	175	48		5	60	6			
2498	Book-finisher	17	M	California			4 00, week	900	2 46		5	60				
2499	Book-finisher	27	M	California			24 00, week	1 120	3 07		5	60				
2500	Book-finisher	22	M	California			18 00, week	918	2 51		5	60			26	
2501	Folder	19	F	California			3 50, week	178	48		5	60				
2502	Folder	22	F	California			6 50, week	331	90		5	60				
2503	Folder	16	F	California			3 00, week				5	60				
2504	Folder	21	F	California			7 00, week				5	60	3			
2505	Folder	23	F	New York			8 00, week	388	96		5	60		15		
2506	Paper ruler	40	M	New York			3 00, day	912	2 50		5	60		2		
2507	Paper ruler	19	M	California			6 50, week	275	75		5	60	52			
2508	Paper ruler	24	M	California			15 00, week	765	2 09		5	60				
2509	Paper ruler	18	M	California			4 00, week	204	55		5	60				
2510	Paper ruler	33	M	Germany	20	20	24 00, week	1 224	3 35		5	60				
2511	Paper ruler	30	M	Indiana			21 00, week	1 071	2 93		5	60				
2512	Bookbinder	16	F	California			1 00, week				5	45				
2513	Bookbinder	17	F	California			2 50, week				5	45				
2514	Bookbinder	15	F	California			3 50, week				5	45	2			
2515	Bookbinder	15	F	California			2 00, week				5	45				
2516	Folder	15	F	California			3 00, week				5	45	12			
2517	Bookbinder	18	F	California			4 50, week	229	62		5	45				
2518	Bookbinder	19	F	California			4 00, week				5	45		292		
2519	Bookbinder	15	F	California			2 50, week				5	45		208		
2520	Folder	15	F	California			1 50, week				5	45		6		
2521	Bookbinder	25	M	California			3 00, day	918	2 51		6	60				
2522	Bookbinder	18	M	New York			4 00, week				6	60				
2523	Bookbinder	15	M	California			3 00, week				6	60				

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued.)

No.	Occupation.	Age began Work.	Health.		Years Engaged.		Own or Rent Home	Amount Paid for			Others Supported.	Member of		Weekly Benefits.
			Then	Now	Present Employment.	Present Employer		Rent	Board	Board and Lodging		Beneficial Associat'ns	Labor Organizat'ns	
Bookbinding—Continued.														
2491	Bookbinder	17	good	good	16 m	16 m								
2492	Bookbinder	13	good	good	15	12								
2493	Bookbinder	16	good	good	4	4								
2494	Bookbinder	15	good	good	2	2								
2495	Bookbinder	16	good	good	18 m	18 m								
2496	Bookbinder	15	poor	fair	8	3				\$5 00		yes	no	\$7 00
2497	Feeder	15	good	good	18 m	18 m								
2498	Book-finisher	16	good	good	7 m	7 m								
2499	Book-finisher	15	good	good	12	11	own				3	yes	yes	10 00
2500	Book-finisher	18	good	good	1	1						yes	no	10 00
2501	Folder	18	good	good	1	1						no	no	
2502	Folder	16	good	good	6	6						yes	yes	
2503	Folder	15	good	good	7 m	7 m								
2504	Folder	19	fair	fair	18 m	18 m						no	no	
2505	Folder	13	poor	good	10	1		\$4 00						
2506	Paper ruler	19	good	good	20	4	1					no	no	
2507	Paper ruler	16	good	good	3	3				3 00		no	no	
2508	Paper ruler	15	good	good	5	2				5 00		no	no	
2509	Paper ruler	17	good	good	1	1						no	no	
2510	Paper ruler	14	good	good	19	11	rent	20 00			3	yes	yes	10 00
2511	Paper ruler	19	good	good	15	18 m	rent	28 00			2	yes	yes	10 00
2512	Bookbinder	16			8 d	8 d								
2513	Bookbinder	17	good	good	6 m	6 m								
2514	Bookbinder	14	good	good	1	1								
2515	Bookbinder	15	good	good	4 m	4 m								
2516	Folder	14	good	good	1	1								
2517	Bookbinder	16	good	good	2	2								
2518	Bookbinder	16	good	good	4	3 w								
2519	Bookbinder	13	good	good	6 m	6 m								
2520	Folder	15	good	good	6 w	6 w								
2521	Bookbinder	16	good	good	6	3								
2522	Bookbinder	17	good	good	15 m	15 m	1	10 00	\$3 50			no	no	
2523	Bookbinder	15	good	good	2 w	2 w						no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued.)

No.	Occupation.	Age, Sex.	Married or Single..	Nativity.*	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.		
					U. S.	California ..		Year	Daily Aver- age			From A. M. ...	To P. M.	Sick .....	No Work .....	Other Cause.
<i>Bookbinding—Continued.</i>														
2524	Bookbinder	16 F	S	California			\$2 00, week				60			
2525	Bookbinder	15 F	S	California			2 00, week				6	60		
2526	Bookbinder	18 F	S	New York			22 00, mo	\$259	\$0 72		6	60		
2527	Bookbinder	15 F	S	California			3 00, week				6	60		
2528	Bookbinder	24 M	S	California			3 00, day	824	2 25		2	60	26	
2529	Bookbinder	16 F	S	California			4 00, week				6	60		
2530	Bookbinder	16 F	S	California			5 00, week	255	70		6	60		
2531	Bookbinder	31 F	S	Dist. of Columbia			8 00, week	376	1 03		6	60	18	
2532	Bookbinder	22 M	S	California			8 00, week	373	1 02		26	60		
2533	Bookbinder	20 M	S	California			6 00, week	306	84		5	60		
2534	Bookbinder	18 F	S	California			4 50, week	216	59		5	60		
2535	Bookbinder	25 F	S	New York			15 00, week	765	2 09		5	60		
2536	Bookbinder	26 M	S	California			20 00, week	1,020	2 79		5	60		
2537	Bookbinder	19 M	S	California			12 00, week	612	1 67		5	60		
2538	Bookbinder	25 M	S	New York			15 00, week	765	2 09		5	60		
2539	Bookbinder	31 F	S	California			12 00, week				5	60		
2540	Bookbinder	29 M	S	Germany	11	8	3 00, day	918	2 51		5	60		
2541	Bookbinder	18 M	S	California			12 00, week	560	1 53		26	60		
2542	Bookbinder	20 M	S	California			18 00, week				5	60		
2543	Bookbinder	16 M	S	California			4 00, week	192	52		18	60		
2544	Bookbinder	32 M	S	California			21 00, week	912	2 51		5	60		
2545	Bookbinder	24 M	S	California			15 00, week	765	2 09		5	60		
2546	Bookbinder	16 M	S	California			3 50, week	178	48		5	60		
<i>Jewelry Workmen.</i>														
2547	Jeweler	25 M	S	Germany	10	10	3 00, day	657	1 80		6	60		
2548	Jeweler	39 M	S	Germany			4 00, day	1,024	2 80		6	60	50	
2549	Jeweler	18 M	S	California			5 00, week				7	60		
2550	Jeweler	44 M	S	Germany			3 00, day	727	1 99		7	60	66	
2551	Jeweler	49 M	S	Germany	26	18	3 00, day				7	60	74	
2552	Jeweler	22 M	S	California			15 00, week	586	1 60		7	60	74	
2553	Engraver	23 M	S	California						7:30	5:30	5		3
2554	Jeweler	23 M	S	California						7:30	5:30	6		3

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...		Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer	Rent.....	Board.....			Board and Lodging..	Beneficial Associat'ns	Labor Or- ganizat'ns.				
<i>Bookbinding—Continued.</i>																
2524	Bookbinder	16	good	good	6 w	3 m										
2525	Bookbinder	15	good	good	3 m	2										
2526	Bookbinder	16	good	good	2	10 m										
2527	Bookbinder	15	poor	fair	10 m	11 m										
2528	Bookbinder	16	good	good	8 m	8 m										
2529	Bookbinder	15	good	good	1	1										
2530	Bookbinder	15	good	poor	4	4										
2531	Bookbinder	15	good	good	7	7	own									
2532	Bookbinder	15	good	good	4	4										
2533	Bookbinder	16	good	good	18 m	18 m										
2534	Bookbinder	15	good	good	11	11										
2535	Bookbinder	15	good	good	11	11										
2536	Bookbinder	15	good	good	3	18 m										
2537	Bookbinder	16	good	good	10	10										
2538	Bookbinder	15	good	good	10	10										
2539	Bookbinder	15	good	good	16	10										
2540	Bookbinder	14	good	good	11	6		1		\$6 00	\$7 00			yes	yes	20 00
2541	Bookbinder	17	good	good	18 m	18 m								yes	no	10 00, Dr.
2542	Bookbinder	13	good	good	6	1 m								yes	no	10 00
2543	Bookbinder	15	good	good	18 m	18 m								yes	yes	10 00
2544	Bookbinder	16	good	good	10	10								yes	yes	10 00
2545	Bookbinder	16	good	good	8	1										
2546	Bookbinder	16	good	good	4 m	4 m										
<i>Jewelry Workmen.</i>																
2547	Jeweler	15	good	good	10	9	own	1		8 00	4 00			yes	no	10 00
2548	Jeweler	15	good	good	24	16		6				4		yes	no	27 00
2549	Jeweler	16	good	good	2	2										
2550	Jeweler	17	good	good	20	9	rent	1		5 00	5 00		3	no	no	10 00
2551	Jeweler	17	good	good	35	16		1		8 00	5 00			yes	no	10 00
2552	Jeweler	15	good	good	7	7										
2553	Engraver	15	good	good	33	18 m		1		10 00	5 00			no	no	
2554	Jeweler	14	good	good	9	9										

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.			Number Days Lost.			
						U. S.	California.		Year.	Daily Average.		From A. M.	To P. M.	Sick.	No Work.	Other Cause.		
Jewelry Workmen—Continued.																		
2555	Jeweler	19	M	S	New York	10	7				7:30	5:30	30	52				
2556	Jeweler	35	M	S	Germany	1	1	\$18 00, week	\$918	\$2 51	7:30	5:30	30	153				
2557	Engraver	25	M	S	New Zealand	21	14	18 00, week	882	2 41	7:30	5:30	30			12		
2558	Diamond setter	26	M	S	England	4	6 m	10 00, week	125	34	7:30	5:30	30	153				
2559	Jeweler	28	M	S	Norway	3	5 m	10 00, week	700	1 91	7:30	5:30	30	78				
2560	Jeweler	23	M	S	Switzerland	3	5 m	15 00, week	700	1 91	7:30	5:30	30	26				
2561	Jeweler	59	M	M	England	53	35	12 00, week	352	96	7:30	5:30	30	104		26		
2562	Finisher	35	M	M	California			18 00, week	918	2 51	7:30	5:30	30					
2563	Jeweler	19	M	S	California			9 00, week	450	1 23	7:30	5:30	30	6				
2564	Jeweler	18	M	S	Louisiana			10 00, week	470	1 28	8	6	30	12		12		
2565	Jeweler, apprentice	20	M	S	California			12 00, week	600	1 64	8	5	60			6		
2566	Jeweler, apprentice	17	M	S	California			8 50, week	433	1 18	8	5	60					
2567	Jeweler	34	M	S	Australia	30	30	27 00, week	1,143	3 13						52		
2568	Diamond setter	22	M	M	Oregon			25 00, week	1,275	3 49	7	6	60					
2569	Jeweler, apprentice	17	M	S	California			5 50, week	280	76	7	6	60					
Tailoring.*																		
2570	Tailor	31	M	M	Germany	12	12	16 00, week	677	1 85						52		
2571	Tailor	27	M	S	Germany	10	2	13 46, week	639	1 75				3		18		
2572	Tailor	29	M	S	Germany	27	27	20 00, week	853	2 06				50				
2573	Tailor	24	M	S	Austria	5	1	15 00, week	540	2 00				40		50		
2574	Tailor	27	M	S	Sweden	4	4	15 00, week	780	2 13				7		100		
2575	Tailor	32	M	S	Sweden	12	5	15 38, week										
2576	Tailor	33	M	S	Norway	15	5	15 00, week	780	2 13						50		
2577	Tailor		M	S	Germany	2	1	15 00, week	780	2 13						50		
2578	Tailor	36	M	S	Sweden	9	20m	15 00, week	780	2 13						75		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging ..		Beneficial Associat'ns	Labor Or- ganizat'ns	
<i>Jewelry Workmen—Continued.</i>														
2555	Jeweler	good	good	7 y	9 m	rent				\$8 00		no	yes	Hospital.
2556	Jeweler	good	good	21	2					5 00		yes	no	\$10 00
2557	Engraver	good	good	9	10 m			\$5 00				no	no	
2558	Diamond setter	good	good	4	3 m		1	15 00	4 00			yes	no	
2559	Jeweler	good	good	13	1 m							no	no	
2560	Jeweler	good	good	8	2 m					5 00		no	no	
2561	Jeweler	good	good	42	6 m	rent	3	8 00			1	no	no	7 50, Dr.& Med.
2562	Finisher	good	good	18	3	rent	4	16 00			5	yes	no	
2563	Jeweler	poor	better	6	3									
2564	Jeweler	good	good	3	2									
2565	Jeweler, apprentice	good	good	3	2									
2566	Jeweler	good	good	3	3									
2567	Jeweler	good	good	20	6 m		1	9 00	5 00			yes	no	10 00
2568	Diamond setter	good	good	10	8 m	rent	2	20 00			1	yes	no	10 00, Dr.& Med.
2569	Jeweler, apprentice	good	good	2	2									
<i>Tailoring.*</i>														
2570	Tailor	good	good	16	5 w	rent	2	9 00 m			2	no	yes	7 00
2571	Tailor	good	good	9	2 m		1	7 00 m				yes	yes	
2572	Tailor	good	good	12	1 w	own	5			5 00	4	no	yes	
2573	Tailor	good	good	12	18 m					10 00		no	yes	
2574	Tailor	good	good	18	2 m		1	8 00 m				no	yes	
2575	Tailor	good	good	20	3		1	7 00 m	7 00		1	no	yes	18 00
2576	Tailor	good	good	19	21 m		1	14 00 m	7 00		1	no	yes	
2577	Tailor	good	good	11	7 w		1	5 00	7 00			no	yes	
2578	Tailor	good	good	19	18 m		1	8 00 m	7 00			no	yes	

* Tailors are extremely irregular in hours of labor, and pay more for board than any other class of workers. The latter condition seems to belong inseparably to the trade, their manner of work inducing a delicate appetite. They are a law unto themselves, except when pressed to complete work without delay, and then it is not uncommon for them to work fifteen or sixteen and sometimes twenty-four hours continuously. While almost without exception of marriageable age, only 25½ per cent are married. Very few tailors have steady work, and consequently lose much time. An examination of the column, "Years engaged—present employer," shows that generally they change employers often—a very bad condition. Ordinary holidays are not regarded, and, unless pressed, they work only half a day on Sunday. Fifteen out of the 103 of the table are native, and 88 foreign born. It should be added that most of the individuals of the table work in what are known as tailors' back shops. The condition of those who work at home may be different—may be better.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nationality.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.	
Tailoring—Continued.																	
2579	Tailor	34	M	M	Canada	24	7	\$15 00, week	\$780	\$2 13				6	25		
2580	Tailor	32	M	M	Germany	9	2	18 00, week	930	2 54				14	30		
2581	Tailor	29	M	M	Sweden	10	6	19 23, week	1,000	2 74					25		
2582	Tailor	26	M	S	California			17 00, week	884	2 42					30		
2583	Tailor	39	M	S	Switzerland	14	7	18 00, week	936	2 56				24	50		
2584	Tailor	34	M	M	Sweden	21	18m	16 00, week	750	2 05					52		
2585	Tailor	22	M	S	Poland	5	2	17 00, week									
2586	Tailor	29	M	S	Sweden	19	4	18 31, week	952	2 60					52		
2587	Tailor	27	M	S	Sweden	6	5	15 00, week	780	2 13				10	75		
2588	Tailor	37	M	S	Germany	7	3	15 00, week	660	1 80					30		
2589	Tailor		M	S	Sweden	26	26	18 00, week	936	2 56					52		
2590	Tailor	26	M	M	United States		19	18 00, week	780	2 13				2	26		
2591	Tailor	25	M	M	United States		5	15 00, week							60	12	
2592	Tailor	25	M	S	Sweden	5	5	14 00, week	220	60		8			25		
2593	Tailor	26	F	S	Ireland	7	7	5 00, week	1,120	3 06					26		
2594	Tailor	38	M	S	Denmark	20	15	4 00, day	520	1 42				6	75	12	
2595	Tailor	36	M	S	Sweden	8	3	10 00, week	520	1 42				12	150		
2596	Tailor	25	M	S	Sweden	11	6m	10 00, week	520	1 42					36	3	
2597	Tailor	26	M	S	Poland	6	2	13 00, week	676	1 85					52	12	
2598	Tailor	23	M	S	Sweden	4	1	13 50, week	702	1 92					163		
2599	Tailor	21	M	S	California			10 00, week	520	1 42					52		
2600	Tailor	28	M	M	Sweden	10	4	12 50, week	650	1 79					104		
2601	Tailor	26	M	S	Sweden	10	17m	10 00, week	520	1 42					20	20	12
2602	Tailor	20	M	S	Sweden	2	1	10 00, week	520	1 42					26		
2603	Tailor	25	M	S	Sweden	7	6	12 00, week		1 71					26		
2604	Tailor	22	M	M	Sweden	4	9m	8 50, week							153		
2605	Tailor	24	M	S	Germany	19	8	14 00, week	728	2 00					52		
2606	Tailor	29	M	S	Sweden	10	3	12 00, week	624	1 71					18	25	
2607	Tailor	24	M	S	Sweden	3	3	10 00, week	520	1 42					90		
2608	Tailor	35	M	M	Sweden	10	5	14 00, week	728	2 00					52		
2609	Tailor	42	M	M	Sweden	8	2	11 54, week	600	1 64					130		
2610	Tailor	23	M	S	Germany			10 00, week	520	1 42					18	52	
2611	Tailor	41	M	S	Canada	4	2	10 00, week	442	1 21				25	80		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Tailoring—Continued.															
2579	Tailor	14	good	good	19	8	rent	3	\$12 00			3	no	yes	\$8 00, and Dr. 17 00
2580	Tailor	13	good	good	19	2	rent	3	15 00			1	no	yes	
2581	Tailor	10	good	good	19	5	rent	4	12 00			2	no	yes	
2582	Tailor	13	good	good	13	3 w		1		\$7 00	\$7 00		yes	yes	
2583	Tailor	20	good	med.	19	7 m		1					no	yes	
2584	Tailor	12	good	good	22	18 m	rent	2	12 00			1	no	yes	
2585	Tailor	15	good	good	7	17 m		1	8 00	9 00			no	yes	
2586	Tailor	18	good	poor	11	30 m	rent	3	14 00			3	no	yes	
2587	Tailor	15	good	good	12	5	rent	5	5 00	7 00			no	yes	7 00
2588	Tailor	15	good	poor				1	8 00	7 00			no	yes	
2589	Tailor		good	good	18		own					2	yes	yes	
2590	Tailor	12	good	good	14	7	rent	4	15 00				yes	yes	
2591	Tailor	12	good	good	7	9 w		1	10 00	4 00			no	yes	6 00
2592	Tailor	10	good	good	5	18 m	rent	3	15 00			1	no	yes	
2593	Tailor	20	good	poor	7	6	rent	4	16 00				no	yes	
2594	Tailor	15	good	poor	20	7	own						yes	yes	
2595	Tailor	9	good	good	25	2 m		1	6 00	8 00			no	yes	16 00, Dr. & Med.
2596	Tailor	14	good	good	11	5 w		1			6 00		no	yes	
2597	Tailor	13	good	good	13	1		1/2	7 50	6 00			yes	yes	
2598	Tailor	9	good	good	14	1		1/2	8 00	5 00			no	yes	
2599	Tailor	15	good	good	6	3 w		1					no	yes	10 00
2600	Tailor	10	good	good	18	3 m	rent	3	15 00				yes	yes	
2601	Tailor	12	good	good	14	10 w		1/2	5 00	6 50			no	yes	
2602	Tailor	13	good	good	7	1 m		1/2	5 50	7 00			no	yes	
2603	Tailor	15	good	good	10	1		1/2	5 50	6 00			yes	yes	8 00 7 00
2604	Tailor	14	good	good	5	4 m	rent	3	17 00				no	yes	
2605	Tailor	14	med.	med.	10	8 m		1/2	5 00	7 00			no	yes	
2606	Tailor	11	good	good	11	14 m		1	5 50	5 00			no	yes	
2607	Tailor	9	good	good	15	1		1	8 00	7 50			yes	yes	7 00
2608	Tailor	13	good	good	22	5	rent	4	14 00				yes	yes	
2609	Tailor	14	good	good	26	2 d		1	12 00				no	yes	
2610	Tailor	17	good	poor	6	3 d		1	13 00	6 30			no	yes	
2611	Tailor	9	good	good	32	6 w		1	6 00	6 00			no	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California ..		Year	Daily Aver- age	From A. M. . .	To P. M.		Sick	No Work	Other Cause.
Tailoring—Continued.															
2612	Tailor	26 M	S	Hungary	15	5	\$12 00, week						75	52	
2613	Tailor	25 M	S	Denmark	2	5 m	10 50, week						52	52	
2614	Tailor	29 M	S	Sweden	9	3	7 13 00, week							75	
2615	Tailor	35 M	S	Sweden	12	7	13 00, week	\$7 80	\$2 13					50	
2616	Tailor	34 M	M	Sweden	6	6	15 00, week	780	2 13					12	
2617	Tailor	63 M	M	Ireland	42	40	10 00, week	520	1 42				65	35	
2618	Tailor	23 M	S	Sweden	4	4	10 00, week	520	1 42					52	6
2619	Tailor	25 M	S	Ireland			7 00, week	346	95	8	6		12		
2620	Tailoress	18 F	S	California			8 00, week								
2621	Tailoress	24 F	S	New York			10 00, week			8	4	60		130	
2622	Tailoress	23 F	S	New York						8	4	60			
2623	Tailor	65 M	M	Ireland	43	6	9 00, week							52	
2624	Tailor	50 M	M	Poland	32	18	100 00, mo	1,200	3 28	8	6	60		52	
2625	Tailoress	17 F	S	Austria	10		15 00, week								
2626	Tailoress	26 F	M	Poland	17	15	25 00, week	1,279	3 50	8	6			26	
2627	Tailor	34 M	M	California			9 00, week	459	1 25	8	6	60			
2628	Tailoress	19 F	S	Oregon			9 00, week	459	1 25	8	6	60			
2629	Tailoress	20 F	S	Norway	8	8	9 00, week			8	6	60			
2630	Tailor	26 M	S	New York			2 00, day	612	1 67	8		60			
2631	Tailoress	28 F	S	California			8 00, week			7:30	5:30	60	153	78	
2632	Tailoress	19 F	S	California			1 15, day			7:30	5:30	60	6	78	
2633	Tailoress	19 F	S	California								60			
2634	Tailoress	14 F	S	Australia			8 00, week			7	6	60	153	26	
2635	Tailoress	16 F	S	California			8 00, week			7:30	5:30	60	3	78	
2636	Tailoress	21 F	S	California			3 00, day			7	6	60	6	78	
2637	Tailor	30 M	M	California			4 00, day			7	6	60			
2638	Cutter		M	California			3 33, day	1,208	3 31	7	5:30	60		21	18
2639	Cutter	36 M	M	England	10	4	3 33, day			7	5:30	60			
2640	Cutter	32 M	M	Missouri			3 00, day			7	5:30	60			
2641	Cutter	31 M	M	California			4 00, day	1,204	3 30	7	5:30	60	8		
2642	Cutter	28 M	M	California			20 00, week	1,000	2 73	7	5:30	60	12		
2643	Cutter	27 M	M	California			3 00, day	930	2 54	7	5:30	60	2		
2644	Cutter	30 M	M	New York			2 75, day	1,125	3 08	7	5:30	60			6

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Tailoring—Continued.															
2612	Tailor	13	good	bad	13	1 m		1	\$8 00	\$7 00			no	yes	\$7 00
2613	Tailor	16	good	fair	9	5 w		1	7 00	5 00			yes	yes	17 00, Dr. & Med.
2614	Tailor	10	good	good	14	2		1	8 00	8 00			yes	yes	7 00
2615	Tailor	15	good	good			rent	½	7 00	8 00		3	yes	yes	7 50
2616	Tailor	15	good	good	19	18 m		6	18 00			7	yes	yes	8 00
2617	Tailor	16	good	good	33		own	6	6 00	6 00			no	yes	
2618	Tailor	15	good	good	8	1		1	6 00	3 00			yes	yes	
2619	Tailor	18	good	good	4	4		1					no	no	
2620	Tailoress														
2621	Tailoress	17	good	good	3	4 m		1		\$5 00			yes	yes	7 00
2622	Tailoress	14	good	good	8	2 m		1		3 50 w			no	no	150 00, Death ben.
2623	Tailor	21	good	good	43	3	rent	7	25 00			3	yes	no	
2624	Tailor	13	good	good	39	9 m	rent	4	17 50			3	yes	no	32 50 Dr. & Med.
2625	Tailoress	15	good	good	2	1							no	no	
2626	Tailoress	21	good	good	5	2							no	no	
2627	Tailor	17	good	good	15	15 m	rent	5	25 00			1	yes	yes	10 00
2628	Tailoress	14	good	good	5	1	A								
2629	Tailoress	15	good	good	5	3	A								
2630	Tailoress	10	good	good	5	9 m		1		20 00			no	no	
2631	Tailoress	13	good	good	12	3							no	no	
2632	Tailoress	14	good	poor	5	1		1		3 50			no	no	
2633	Tailoress	16	good	good	1	1	A								
2634	Tailoress	14			3 w	3 w									
2635	Tailoress	15	poor	poor	6										
2636	Tailoress	14	good	good		7 m						2	yes	no	5 00
2637	Tailor	17	good	good	13	3 m	rent	3	13 00			3	no	no	
2638	utter				10		rent	7	20 00			5	yes	no	10 00
2639	utter	17	good	poor	13	3	rent	5	18 00			6	yes	no	7 50, Dr. & Med.
2640	utter	12	good	good	11	6 m	rent	4	17 00			2	yes	no	17 50, Dr. & Med.
2641	utter	9	good	good	14	14	rent	5	15 00			4	yes	no	10 00
2642	utter	7	good	fair	13	13	own					2	yes	no	10 00
2643	utter	7	good	good	6	6						3	yes	no	20 00
2644	utter	8	good	good	11	9	rent	4	18 00			2	no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
Tailoring—Continued.																
2645	Tailor	26	M	S	Austria	13	1	\$16 90, week	\$850	\$2 33					30	50
2646	Tailor	25	M	S	Sweden	2	3 w	16 34, week							75	
2647	Tailor	16	F	S	California										153	
2648	Tailor	27	M	S	Norway	5	1	15 00, week	780	2 13					104	
2649	Tailor	47	M	M	Sweden	18	17	13 25, week								
2650	Tailor	22	M	M	Poland	2	18 m								26	39
2651	Tailor	22	F	S	California			10 00, week								
2652	Tailor	18	F	S	California			5 00, week							52	
2653	Tailor	16	F	S	Germany	28	18	20 00, week	1,040	2 85					104	
2654	Tailor	48	F	M	Poland			20 00, week	1,040	2 85					30	
2655	Tailor	22	M	S	Poland			18 00, week	936	2 56					25	
2656	Tailor	25	M	S	United States			3 00, week			8	6			1	
2657	Tailor	16	F	S	California			5 00, week			8	6				
2658	Tailor	17	F	S	Australia	2	2	6 00, week	306	83	8	6				
2659	Tailor	19	F	S	California			8 00, week			8	6				
2660	Tailor	18	F	S	Ireland	8 m		5 00, week			8	6			3	
2661	Tailor	17	F	S	United States			4 00, week			8	6				
2662	Tailor	14	F	S	Nevada			3 50, week			8	6				
2663	Tailor	15	F	S	California			3 50, week			8	6				
2664	Tailor	18	F	S	California			5 00, week			8	6				
2665	Tailor	19	F	S	California			2 00, week			8	6				
2666	Tailor	16	F	S	California			3 50, week			8	6				30
2667	Tailor	16	F	S	California			3 50, week			8	6				30
2668	Tailor	21	F	S	Ireland	9	9	9 00, week			8	6			104	
2669	Tailor	29	M	S	Poland	13	10	15 00, week							208	
2670	Tailor	29	M	S	Poland	2	2	15 00, week								
2671	Tailor	37	F	S	Ohio			1 75, day							4	104
2672	Tailor	20	F	S	Maine			10 00, week	520	1 42	8	4			52	
2673	Tailor	25	F	S	New York			5 00, week	520	1 42	8	4				78
2674	Tailor	26	M	S	Wales	9	9	22 00, week	1,144	3 13						
2675	Tailor	26	F	S	California			9 00, week	348	95	8	6			78	
2676	Tailor	17	M	S	California			7 00, week	364	99	8	6			60	
2677	Tailor	30	M	S	California			3 00, day	930	2 54					60	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work		Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
		Then	Now	Present Employment	Present Employer					Rent	Board	Board and Lodging		Beneficial Associat'ns	Labor Organizat'ns	
2845	Tailor	good	good	10	5 m				1	\$6 00	\$5 00			no	yes	
2846	Tailor	good	bad	12	2 w				1	6 00	7 00			no	yes	
2847	Tailor	good	good	3	1			A						no	yes	
2848	Tailor	good	good	12	1			own	5	9 00	7 00			no	yes	\$10 00
2849	Tailor	good	good	14	8 m				1	10 00	7 00			no	yes	
2851	Tailor	good	good	4	4 m									no	no	
2852	Tailor	good	good	1	3 m			A						no	no	
2853	Tailor	good	good	36				own	12				4	yes	no	17 00
2854	Tailor	good	good	8	1				1	7 00	7 00			yes	yes	10 00
2855	Tailor	good	good		3 m				1	7 00	5 00			yes	no	10 00
2856	Tailor	good	good	4 m				A								
2857	Tailor	good	good	2	3 m			A								
2858	Tailor	good	good	18 m				A								
2859	Tailor	good	good	2	6 m			A								
2860	Tailor	good	good	3	6 m							\$4 00		no	no	
2861	Tailor	good	good	6 m										no	no	
2862	Tailor	good	good	11 m				A						no	no	
2863	Tailor	good	good	1	3 m			A								
2864	Tailor	good	good	3	3			A								
2865	Tailor	good	good													
2866	Tailor	good	good	6 m				A								
2867	Tailor	good	good	10 m												
2868	Tailor	good	good	4	4 m			A								
2869	Tailor	good	good	18	2 m				1	7 00				no	no	
2870	Tailor	good	good	7	1				1	10 00	25 m			yes	no	2 50, Dr. & Med.
2871	Tailor	good	good	22	18 m				1	5 00						
2872	Tailor	good	good	8				A								
2873	Tailor	good	good	7	8 m							5 00		yes	no	6 00
2874	Tailor	good	good	13	4			rent	4	1 00				no	no	
2875	Tailor	good	good	10	5			rent	1	19 00		3 00		no	no	
2876	Tailor	good	good	3	1			A								
2877	Tailor	good	good	14	6				1			7 00		no		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California ..		Year	Daily Aver- age		Sick	No Work....	Other Cause.
Tailoring—Continued.														
2678	Tailor	51	M	M	Ireland	36	28	\$17 00, week	\$884	\$2 42			52	6
2679	Tailor	34	M	M	Germany	15	8	20 00, week				30	12	
2680	Tailoress	15	F	S	California			1 00, day					78	
2681	Tailoress	45	F	S	Prince Edward Isl'd.	33	24	9 50, week					78	3
2682	Tailoress	15	F	S	California			6 00, week					78	
2683	Tailoress	21	F	S	California			6 00, week					78	
2684	Tailoress	26	F	S	Maine			6 00, week					78	
2685	Tailoress	20	F	S	Scotland	6	6	5 00, week					78	
2686	Tailoress	15	F	S	California			2 50, week						
2687	Tailoress	15	F	S	California			50, week	306	84				
2688	Tailoress	17	F	S	California			6 00, week						
2689	Tailoress	17	F	S	California			6 00, week						
2690	Tailoress	17	F	S	California			6 00, week		1 32			26	1
2691	Tailoress	19	F	S	California			9 50, week	198	54		4	153	
2692	Tailoress	24	F	S	Oregon			8 00, week	204	55			153	
2693	Tailoress	20	F	S	California			10 00, week	196	53			153	
2694	Tailoress	19	F	S	California			8 00, week	156	43				150
2695	Tailoress	18	F	S	California			6 00, week	302	83				43
2696	Tailoress	44	F	M	Scotland			2 00, day	156	43			52	24
2697	Tailor	23	M	M	Sweden	2	15m	15 00, week	780	2 13			150	
2698	Tailor	37	M	S	Sweden	19	19	9 50, week	494	1 35				
2699	Tailor	57	M	S	Germany	27	18							
2700	Tailor	35	M	S	Germany	10	5m	12 50, week	650			78	66	
2701	Tailor	35	M	S	Ireland	28	18	12 00, week	520	1 42			102	
2702	Tailor	54	M	S	Sweden	6	6	14 50, week	558	1 52			75	
2703	Tailor	32	M	S	United States		5	10 00, week	520	1 42			102	
2704	Tailor	18	M	S	California			14 00, week	728	2 00			26	
2705	Tailor	24	M	M	Denmark			10 50, week	576	1 57			104	
2706	Tailor	49	M	M	Ireland	26	26	20 00, week	1,000	2 74			26	
2707	Tailor	27	M	M	Sweden	9	3	10 00, week	520	1 42		26	78	
2708	Tailor	39	M	M	Canada	17		10 50, week	546	1 49			112	
2709	Tailor	39	M	M	Ireland	20	13	11 00, week	572	1 56			104	
2710	Tailor	36	M	M	Germany	10	4	10 50, week	546	1 49		6	104	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.	Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now				Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Tailoring—(Continued.)														
2678	Tailor	15	good	good	35	own	9	\$23 00			3	no	no	\$17 50, Dr. & Med.
2679	Tailor	15	good	good	19	rent	5					yes		
2680	Tailor	13	good	good	2	A								
2681	Tailor	12	good	good	27	own	12					no	no	
2682	Tailor	13	good	good	2	A								
2683	Tailor	17	good	good	4	A								
2684	Tailor	12	good	good	6					\$16 00		no	no	
2685	Tailor	14	good	good	6							no	no	
2686	Tailor	15	good	good	6 m							no	no	
2687	Tailor	15	good	good	3 w	A						no	no	
2688	Tailor	16	good	good	1	A						no	no	
2689	Tailor	14	good	good	3	A								
2690	Tailor	16	good	good	18 m							no	no	
2691	Tailor	17	good	good	3				1 00			no	no	
2692	Tailor	15	good	good	8				3 00			no	no	
2693	Tailor	17	good	good	3				5.00			no	no	
2694	Tailor	18	good	good	1							no	no	
2695	Tailor	15	good	good	18 m							no	no	
2696	Tailor	15	good	good	36	rent	6	26 00			4	no	no	
2697	Tailor	11	good	good	12	rent	6	25 00			4	yes	yes	10 00
2698	Tailor	9	good	good	28		1	8 00	\$4 00			yes	yes	20 00
2699	Tailor	15	good	good	42							yes	yes	10 00 & hospital
2700	Tailor	15	good	bad	20	rent	1	10 00	7 00			no	yes	
2701	Tailor	15	good	good	39	rent	4	15 00				yes	yes	7 50
2702	Tailor	12	good	good	20	rent	1	8 00	6 00			yes	yes	
2703	Tailor	12	good	good	12		1	6 00	5 00			no	yes	
2704	Tailor	14	good	good	4							no	yes	
2705	Tailor	14	good	good	9		1	12 00			2	no	yes	
2706	Tailor	13	good	good	36		9	40 00			5	yes	yes	10 00
2707	Tailor	11	good	bad	12					7 00	2	yes	yes	10 00
2708	Tailor	18	good	good	12	6 m	1	8 00	5 00			no	yes	
2709	Tailor	14	good	good	25	10 m	6	27 00			1	yes	yes	6 00
2710	Tailor	14	good	good	22	4 m	1	7 00			1	yes	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.	
Tailoring—Continued.																	
2711	Tailor	31	M	M	Germany	11	5	\$11 00, week	\$572	\$1 56				7	100		
2712	Tailor	36	M		Germany	10	6	12 00, week						60	84		
2713	Tailor	30	M		Russia	9	3	10 50, week	546	1 49					52		
2714	Tailor	37	M	M	Sweden	11	7	16 25, week	845	2 31						75	
2715	Tailor	23	M	S	Norway	5	2	10 00, week	520	1 42						75	
2716	Tailor	27	M	S	Sweden	6	3	10 00, week	520	1 42						104	12
2717	Tailor	27	M	S	Russia	5	3	10 00, week	520	1 42							
2718	Tailor	29	M	S	Finland	4	1	10 00, week									
2719	Tailor	32	M	S	Sweden	5	2	10 00, week									
2720	Tailor	31	M	S	Sweden	9	3	12 00, week	624	1 71					52		
2721	Tailor	26	M	S	Sweden	9	2	10 00, week	546	1 49				16	52		
2722	Cutter	60	M	M	Germany	30	15	15 00, week	630	1 72	7:30	5:30	60		60		
2723	Cutter	42	M	S	Denmark	7	18	18 00, week	774	2 12	7:30	5:30	60		48		
2724	Cutter	22	M	S	Massachusetts			18 00, week	847	2 32	7:30	5:30	60		3	24	
2725	Clerk	31	M	S	Russia	6	6	60 00, mo	720	1 97	7:30	5:30	60				
Dressmaking, Etc.																	
2726	Dressmaker	18	F	S	United States		9	6 00, week	306	83	8	5:30	30				
2727	Cutter	50	F	S	England	30	6	15 00, week	765	2 09	8	6	60				
2728	Seamster	22	F	S	United States			8 00, week	408	1 11	8	6	60				
2729	Apprentice	16	F	S	United States			2 00, week			8	5:30	30				52
2730	Dressmaker, apprentice	16	F	S	United States			2 00, week			8	5:30	30				
2731	Waistmaker	19	F	S	Ireland	13	13	7 00, week	357	97	8	5:30	30				
2732	Cloakmaker	34	F	S	Ireland	13	13	10 00, week	467	1 28	8	6	60			26	
2733	Dressmaker	35	F	S	Ireland	15	10	2 75, day	841	2 30	8	5:30	30				
2734	Dressmaker	18	F	S	United States			8 00, week	408	1 11	8	6	60				
2735	Dressmaker, forewoman	22	F	S	California			15 00, week	735	2 01	8	6	60		12		
2736	Waistmaker	20	F	S	United States			8 00, week	361	98	8	6	60		36		
2737	Waistmaker	24	F	S	England			8 00, week	376	1 03	8	6	60		24		
2738	Cloakmaker	30	F	S	California			8 00, week	376	1 03	8	6	60		24		
2739	Dressmaker	45	F	S	Prince Edward Isl'd	30	30	6 00, week	300	82	8	6	60		6		
2740	Skirtmaker	18	F	S	California			6 00, week	306	83	8	6	60				
2741	Waistmaker	20	F	S	United States			6 00, week	306	83	8	6	60				

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.	Years Engaged.	Own or Rent Home	Number of Rooms.	Amount Paid for	Others Supported..	Member of	Weekly Benefits.
			Then.....	Present Em- ployment.			Rent.....		Beneficial Associat'ns	Labor Or- ganizat'ns.
	<i>Tailoring—Continued.</i>									
2711	Tailor	14	good	17	rent	2	\$15 00	2	yes	
2712	Tailor	14	good	22	1 m	1	6 00	1	yes	
2713	Tailor	12	good	18	3 own	1	8 00	5	yes	\$10 00
2714	Tailor	12	good	23	6 own	3			yes	
2715	Tailor	15	good	8	5 w	1			yes	
2716	Tailor	14	good	13	2 m	1½	6 00		no	
2717	Tailor	12	good	15	1 m	1½	8 00		no	
2718	Tailor	10	good	10	6 w	1	6 00 m		no	
2719	Tailor	9	good	20	3 m	1		6 00	yes	
2720	Tailor	13	good	20	3 m	1	8 00		yes	
2721	Tailor	13	good	9	1 poor	1	5 00		yes	5 00
2722	Cutter	17	good	20	2 rent	1	55 00	2	yes	7 50, Dr. & Med.
2723	Cutter	28	good	22	6 m	1	8 00		yes	6 00
2724	Cutter	17	fair	6	2 fair				yes	7 30, Dr. & Med.
2725	Clerk	28	good	3	3 good		10 00		no	
	<i>Dressmaking, Etc.</i>									
2726	Dressmaker	16	good	2	2 good				no	
2727	Cutter			6	6				no	
2728	Seamster			3	3				no	
2729	Apprentice	15½	good	15 m	11 m				no	
2730	Dressmaker, apprentice	15½	good	6 m	6 m				no	
2731	Waistmaker	15	good	4	3				no	
2732	Cloakmaker	21	good	12	4				no	
2733	Dressmaker	20	good	15		1	12 00	2	no	
2734	Dressmaker	15	good	3	1				no	
2735	Dressmaker, forewoman	18	good	4	4		7 50		no	
2736	Waistmaker	16	good	4	4				no	
2737	Waistmaker	19	good	3	3		5 00		no	
2738	Cloakmaker	25	good	4	4				no	
2739	Dressmaker	38	good	2	2		10 00		no	
2740	Skirtmaker	15	good	3	1				no	
2741	Waistmaker	17	good	3	2				no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Aver- age.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
<i>Dressmaking, Etc.—Continued.</i>																
2742	Waistmaker	18	F	M	California			\$6 00, week	\$300	\$0 82	8	6	60	6		
2743	Cloakmaker	18	F	M	California			6 00, week	306	83	8	6	60			
2744	Cloakmaker	19	F	M	California			6 00, week	300	82	8	6	60	6		
2745	Skirtmaker	19	F	M	California			5 00, week	255	69	8	6	60			
2746	Skirtmaker	20	F	M	California			5 00, week	255	69	8	6	60			
2747	Skirtmaker	20	F	M	California			5 00, week	245	67	8	6	60	12		
2748	Skirtmaker	16	F	M	California			4 00, week	196	53	8	6	60	12		
2749	Dressmaker	17	F	M	California			4 00, week	204	56	8	6	60			
2750	Dressmaker	18	F	M	California			4 00, week	204	56	8	6	60			
2751	Dressmaker	19	F	M	France	3		4 00, week	204	56	5	6	60			
2752	Dressmaker	15	F	M	California			3 00, week	153	42	8	6	60			
2753	Dressmaker	14	F	M	California			3 00, week	153	42	8	6	60			
2754	Dressmaker	18	F	M	United States		12	6 00, week	306	84	8	5:30	30			
2755	Cloakmaker	20	F	M	California			10 00, week	510	1 39	8	6	60			
2756	Cloakmaker	27	F	M	Ireland	35	23	10 00, week	466	1 27	8	6	60			
2757	Coatmaker	27	F	M	California			8 00, week	408	1 11	5	6	60			
2758	Cloakmaker	21	F	M	California			8 00, week	338	92	8	6	60		52	
<i>Millinery, Etc.</i>																
2759	Trimmer			M	United States			10 00, week			8	9	60		78	
2760	Trimmer	24	F	M	California			10 00, week			8	9	60	36	153	
2761	Apprentice	17	F	M	California			3 30, week			8	6	60			
2762	Saleswoman	25	F	M	California			10 00, week	520	1 42	8	7	60			
2763	Assistant cashier	17	F	M	California			3 00, week			8	6	60			
2764	Saleswoman	27	F	M	California			8 00, week	408	1 11	8	7	60			
2765	Trimmer	18	F	M	United States			5 00, week	225	61	8	6	60			12
2766	Bookkeeper	18	F	M	California			6 00, week			8	6	60			
2767	Saleswoman	45	F	M	Massachusetts		44	15 00, week	705	2 09	8	7	60			
2768	Milliner		F	M	California			18 00, week	915	2 50	8	6	60			
2769	Milliner	26	F	M	California			15 00, week	755	2 06	8	6	60	1		6
2770	Milliner	31	F	M	California			10 00, week	510	1 39	8	6	60			6
2771	Saleswoman	20	F	M	Massachusetts			20 00, week	1,020	2 80	8	6	60	6		
2772	Trimmer	28	F	M	California			15 00, week	522	1 43			60		104	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported.	Member of		Weekly Benefits.	
		Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging ..		Beneficial Associat'ns	Labor Or- ganizat'ns.		
<i>Dressmaking, Etc.—Continued.</i>															
2742	Waistmaker	16	good	good	2	1							no	no	
2743	Cloakmaker	14	good	good	4	3					\$3 00		no	no	
2744	Cloakmaker	16	good	good	3	2							no	no	
2745	Skirtmaker	16	good	good	3	3			\$4 00				no	no	
2746	Skirtmaker	17	good	good	4	4							no	no	
2747	Skirtmaker	17	good	good	3	3							no	no	
2748	Skirtmaker	14	good	good	2	1							no	no	
2749	Dressmaker	15	good	good	2	2							no	no	
2750	Dressmaker	16	good	good	2	2							no	no	
2751	Dressmaker	18	good	good	1	1							no	no	
2752	Dressmaker	15	good	good	6 m	6 m							no	no	
2753	Dressmaker	13	good	good	1	1							no	no	
2754	Dressmaker	15	good	good	3	30 m							no	no	
2755	Cloakmaker	15	good	good	5	5							no	no	
2756	Cloakmaker	15	good	good	8	3	rent	3	15 00			1	no	no	\$7 00
2757	Cloakmaker	20	good	good	5 m	5 m	rent	8	25 00			2	yes	no	
2758	Cloakmaker	16	good	good	5	18 m	rent	6	30 00			2	yes	no	7 00
<i>Millinery, Etc.</i>															
2759	Trimmer	15	good	poor	8	7		1			25 00		no	no	
2760	Trimmer	22	good	good	5	1			15 00	\$5 00			no	no	
2761	Apprentice	16	good	good	3 m	3 m							no	no	
2762	Saleswoman	15	fair	good	10	10							no	no	
2763	Assistant cashier	16	good	good	5 m	5 m							no	no	
2764	Saleswoman	25	good	good	3	3							no	no	
2765	Trimmer	17	good	good	1	1							no	no	
2766	Bookkeeper	18	good	good	3	3							no	no	
2767	Saleswoman	14	good	good	20	20	own	7					no	no	
2768	Milliner					2 m							no	no	
2769	Milliner		good	good	4	4					30 00		no	no	
2770	Milliner		good	good	6	6				5 00			no	no	
2771	Saleswoman	12	good	good	15	15			10 00				no	no	
2772	Trimmer	20	good	good	8	6					25 00		no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.		
					U. S.	California.		Year.	Daily Average.			Sick.	No Work.	Other Cause.
Millinery, Etc.—Continued.														
2773	Trimmer	28	M	Iowa			\$20 00, week	\$1,040	\$2 85	8	6	60		
2774	Trimmer	25	F	New York			8 00, week	416	1 14	8	6	60		
2775	Trimmer	18	F	California			2 50, week	124	34	8	6	60	4	
2776	Milliner	17	F	California			4 50, week	254	64	8	6	60		
2777	Maker	16	F	California			6 50, week	286	78	8	6	60	24	
2778	Maker	21	F	California			8 00, week	416	1 14	8	6	60		
2779	Maker	16	F	California						8	6	60		
2780	Maker	16	F	California						8	6	60		
2781	Maker	25	F	California			12 00, week	622	1 81	8	6	60	1	
2782	Maker	18	F	California			5 00, week	130	35	8	6	60	153	
2783	Saleswoman	22	F	California			9 00, week	388	1 06	8	6	60		54
2784	Saleswoman	24	F	California			10 00, week	471	1 29	8	6	60		30
Straw Hat Workers.														
2785	Straw hat maker	19	F	United States			10 00, week			8	5:30	60		
2786	Straw hat maker	18	F	New York			8 00, week			8	5:30	60	14	
2787	Apprentice	19	F	Maryland						8	5:30	60		26
2788	Straw hat maker	21	F	Germany	2	2	10 00, week	508	1 39	8	5:30	60		1
2789	Straw hat maker	15	F	California			4 50, week	229	62	8	5:30	60		
2790	Straw hat maker	16	F	California			2 50, week			8	5:30	60	1	
2791	Straw hat maker	16	F	California			2 00, week			8	5:30	60	7	52
2792	Straw hat maker	17	F	California			5 00, week			8	5:30	60	42	13
2793	Straw hat maker	29	M	England	11	2	2 00, day	612	1 67	8	5:30	60		
2794	Straw hat maker	17	M	California			9 00, week			8	5:30	60	1	6
2795	Straw hat maker	24	M	England	5	4	12 00, week	612	1 67					
Flower and Feather Workers.*														
2796	Flower and feather packer	18	F	Pennsylvania			5 00, week	250	68	8	5:30	60		6
2797	Flower and feather maker	17	F	California			3 50, week	175	48	8	5:30	60		6

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment	Present Em- ployer....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
<i>Millinery, Etc.—Continued.</i>														
2773	Trimmer.....	20	fair	good	8	2	rent	4	\$37 00				no	no
2774	Trimmer.....	14	fair	good	10	6 w							no	no
2775	Trimmer.....	12	fair	good	3	3							no	no
2776	Milliner.....	16	good	good	7 m	7 m					\$4 00		no	no
2777	Maker.....	14	good	good	2	2					4 00		no	no
2778	Maker.....	21	good	good	2	2							no	no
2779	Maker.....	17	good	good	4	4							no	no
2780	Maker.....	16	good	good	4 m	4 m							no	no
2781	Maker.....	15	good	good	10	10							no	no
2782	Maker.....	16	good	good	2	2							no	no
2783	Saleswoman.....	16	good	good	6	6							no	no
2784	Saleswoman.....	16	good	good	8	8							no	no
<i>Straw Hat Workers.</i>														
2785	Straw hat maker.....	16	good	good	18 m	6 m								
2786	Straw hat maker.....	17	good	good	1	1								
2787	Apprentice.....	18	good	good	1	5 m								
2788	Straw hat maker.....	17	good	good		4								
2789	Straw hat maker.....	14	good	good	1	1								
2790	Straw hat maker.....	16	good	good	2 m	2 m								
2791	Straw hat maker.....	14	good	good	4 m	4 m								
2792	Straw hat maker.....	14	good	good	2	2								
2793	Straw hat maker.....	16	good	good	3	1								
2794	Straw hat maker.....	16	good	good	8 m	8 m		1	7 00	\$3 50		no	no	\$7 00, Dr.& Med.
2795	Straw hat maker.....	16	good	good	4	4	rent	4	13 00		1	yes	no	
<i>Flower and Feather Workers.*</i>														
2796	Flower and feather packer.....	17	good	good	2	2						no	no	
2797	Flower and feather maker.....	15	good	good	2	2								

* This is a new industry in San Francisco, and while it employs only about forty people, with proper encouragement from local consumers it would furnish employment for a hundred. It requires about four years to learn the trade, after which \$9 or \$10 would be average weekly wages. A glance at the table will show that these girls are beginners as yet; none of them have worked the four years necessary to master the trade. This accounts for their earnings running from \$3 to \$6 per week.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.			Number Days Lost.		
					U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.				Sick.	No Work.	Other Cause.
2798	<i>Flower Workers, Etc.—Cont.</i>																
2798	Flower and feather maker	16 F	X	California			\$6 00, week	\$288	\$0 79	8	5:30	60				18	
2799	Flower and feather maker	19 F	X	California			3 50, week	144	39	8	5:30	60				58	
2800	Flower and feather maker	16 F	X	California			3 50, week	171	46	8	5:30	60	6			6	
2801	Flower and feather maker	18 F	X	California			3 00, week	132	42	8	5:30	60	1				
2802	Flower and feather maker	16 F	X	California			4 00, week	196	53	8	5:30	60				12	
2803	Flower and feather maker	17 F	X	Massachusetts			4 00, week	188	51	8	5:30	60				12	
2804	<i>Corset Houses.*</i>																
2804	Corsetmaker	23 F	X	United States			8 00, week	413	1 13	8	6	60			2		
2805	Corsetmaker	25 F	X	United States		18	8 00, week	412	1 13	8	6	60			3		
2806	Corsetmaker	23 F	X	United States		17	8 00, week	416	1 14	8	6	60					
2807	Corsetmaker	26 F	X	United States			8 00, week	416	1 14	8	6	60					
2808	Corsetmaker	21 F	X	United States			8 00, week	416	1 14	8	6	60					
2809	Corsetmaker	21 F	X	United States			8 00, week	412	1 13	8	6	60					
2810	Corsetmaker	27 F	X	United States			8 00, week	500	1 37	8	6	30			3		
2811	Saleswoman	22 F	X	United States			10 00, week	520	1 42	8	6	30			12		
2812	Saleswoman	24 F	M	United States			12 00, week	616	1 68	8	6	30			5		
2813	Saleswoman	27 F	X	United States			12 00, week	622	1 70	8	6	30			2		
2814	Saleswoman	25 F	X	United States			12 00, week	624	1 71	8	6	30					
2815	Saleswoman	27 F	X	United States			5 00, week	255	70	8	6	30			6		
2816	Cash girl	15 F	X	United States			5 00, week	256	70	8	6	30			5		
2817	Saleswoman	17 F	X	United States			5 00, week	260	71	8	6	30					
2818	Cash girl	15 F	X	United States		2	5 00, week			8	6	30					
2819	Cash girl	15 F	X	United States			4 00, week			8	6	30			1		
2820	Wrapper	15 F	X	United States			25 00, week	237	65	8	6	30					
2821	Porter	49 M	M	"Foreigner"			5 00, week	1 300	3 56	8	6	60					
2822	Bookkeeper	16 F	F	United States	30		5 00, week	260	71	8	6	30					
2823	Cashier	21 F	F	United States			10 00, week	520	1 42	8	6	30					

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Employer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns.	
<i>Flower Workers, Etc.—Cont.</i>														
2798	Flower and feather maker.....	14	good	good	2	2								
2799	Flower and feather maker.....	18	good	good	1	1								
2800	Flower and feather maker.....	15	good	good	1	4 m								
2801	Flower and feather maker.....	17	good	good	4 m	4 m								
2802	Flower and feather maker.....	15	good	good	1	1								
2803	Flower and feather maker.....	15	good	good	18 m	18 m								
<i>Corset Houses.*</i>														
2804	Corsetmaker.....	17	good	good	5	6				+	1	no	no	
2805	Corsetmaker.....	17	good	good	5	5					2	no	no	
2806	Corsetmaker.....	18	good	fair	5	5						no	no	
2807	Corsetmaker.....	17	good	fair	6	6					1	no	no	
2808	Corsetmaker.....	17	good	fair	6	6						no	no	
2809	Corsetmaker.....	16	fair	good	4	4					2	no	no	
2810	Corsetmaker.....	17	good	good	5	5					1	no	no	
2811	Saleswoman.....	13	good	good	9	9					1	no	no	
2812	Saleswoman.....	16	good	good	8	7					1	no	no	
2813	Saleswoman.....	17	good	good	10	10					2	no	no	
2814	Saleswoman.....	7	good	good	8	8						no	no	
2815	Saleswoman.....	18	good	good	9	9					1	no	no	
2816	Cash girl.....	13	good	good	31 m	31 m						no	no	
2817	Saleswoman.....	4	good	good	4	4						no	no	
2818	Cash girl.....	13	good	good	19 m	19 m						no	no	
2819	Cash girl.....	14	good	good	1 w	1 w						no	no	
2820	Wrapper.....	15	good	good	6 m	6 m						no	no	
2821	Porter.....	9	good	good	17	17	rent	4	\$18 00		7	yes	no	\$30 00
2822	Bookkeeper.....	14	good	good	29 m	29 m						no	no	
2823	Cashier.....	15	good	good	4	4						no	no	

*No lost time on account of holidays.

†With rare exceptions those under twenty-one years of age give wages into the general fund at home, and are provided for by their parents; and this is true of all kinds of working people.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
					U. S.	California ..		Year	Daily Aver- age			From A. M. ...	To P. M.	Sick	No Work .....	Other Cause.
Shirtmaking.															
2824	Operator	28	F	Illinois			\$8 50, week	\$382	\$1 32	8	5:30	30	36		
2825	Operator	14	F	California			7 00, week	357	97	8	5:30	30			
2826	Operator	23	F	California			6 00, week	296	82	8	5:30	30	10		
2827	Operator	25	F	California			7 00, week	357	97	8	5:30	30			
2828	Operator	19	F	California			6 00, week	306	83	8	5:30	30			
2829	Operator	17	F	California			7 50, week	379	1 03	8	5:30	30			2
2830	Operator	21	F	California			8 00, week	392	1 07	8	5:30	30	12		
2831	Operator	2831		California						8	5:30	30			
2832	Finisher	64	F	Ireland	20	11	4 00, week	204	55	8	5:30	30		48	
2833	Finisher	28	F	New York				233	63	8	5:30	30			
2834	Finisher		F	California			5 00, week	204	55	8	5:30	30	26		
2835	Finisher	19	F	California			4 00, week	255	69	8	5:30	30			
2836	Finisher	30	F	California			5 00, week	199	54	8	5:30	30		153	18
2837	Operator	20	F	California			4 50, week	357	97	8	5:30	30			
2838	Operator	17	F	Massachusetts			7 00, week	357	97	8	5:30	30			
2839	Operator	18	F	Massachusetts			8 00, week	408	1 11	8	5:30	30			
2840	Operator	20	F	Massachusetts			8 00, week	408	1 11	8	5:30	30			
2841	Operator	19	F	California			9 00, week	420	1 15	8	5:30	30	26		
2842	Finisher	25	F	California			9 00, week			8	5:30	30	52	12	
2843	Operator	25	F	Pennsylvania			3 50, week			8	5:30	30			
2844	Operator	19	F	California			4 00, week	152	31	7:30	5:30	30	26		51
2845	Operator	26	F	Mexico	12	12	6 00, week	306	83	7:30	5:30	30			
2846	Operator	27	F	California			7 00, week	286	72				78		
2847	Operator	22	F	California			5 50, week	224	68	7:30	5:30		61		
2848	Operator	31	F	California			6 00, week	300	82	7:30	5:30		6		
2849	Operator	19	F	Missouri			6 00, week			7:30	5:30	30	12		12
2850	Operator	23	F	California			5 00, week			7:30	5:30	30		78	
2851	Operator	20	F	Mexico	20	2	6 00, week	202	55	7:30	5:30	30		104	
2852	Operator	35	F	Italy	7	7	4 00, week	200	54	7:30	5:30	30	6		
2853	Finisher	22	F	California			6 00, week	306	83	7:30	5:30	30			
2854	Finisher	32	F	Portugal	9	9	6 00, week	228	62	7:30	5:30	30	78		
2855	Finisher	64	F	Ireland	27	19	4 50, week	227	62	7:30	5:30	30	3		
2856	Forewoman		F	Ireland			10 00, week	510	1 39	7:30	5:30	30			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now.....	Present Employment.	Present Employer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Shirtmaking—Continued.														
2824	Operator	good	good	6 y	6							yes	no	\$10 00
2825	Operator	good	good	4 m	4 m							yes		7 00
2826	Operator	good	good	3	4 m							no		
2827	Operator	good	good	6	6							no		
2828	Operator	good	good	3	3							no		
2829	Operator	good	good	30 m	30 m							no		
2830	Operator	good	good	3	3							no		
2831	Operator	good	good	6	6							no		
2832	Finisher	good	good	11	11							no		
2833	Finisher	good	fair	12	9							no		
2834	Finisher	good	fair	18 m	18 m							no		
2835	Finisher	good	good	3 m	3 m							no		
2836	Finisher	good	good	3	3							no		
2837	Operator	good	fair	2	2 m					\$12 m		no	no	
2838	Operator	good	good	2	1							no	no	
2839	Operator	good	good	2	2									
2840	Operator	good	good	4	4							no	no	7 00
2841	Operator	good	good	2	2							no	no	
2842	Finisher	good	good	6	6						1	no	no	
2843	Operator	good	fair	1	1		1	\$3 00	\$2 00			no	no	
2844	Operator	good	good	2	2							yes	no	7 50, Dr. & Med.
2845	Operator	good	good	10	2							yes	no	7 00
2846	Operator	good	poor	9	4 m			8 00	3 50			yes	no	7 00
2847	Operator	fair	poor	5	1					17 00		yes	no	5 00
2848	Operator	good	fair	7	1							yes	no	
2849	Operator	good	good	3	9 m							no	no	
2850	Operator	good	good	4	1 m							no	no	
2851	Operator	good	good	18 m	1					4 00		no	no	
2852	Operator	good	good	2	2 m	rent	5	11 00			1	no	no	
2853	Finisher	good	good	18 m	18 m							yes	no	2 50
2854	Finisher	good	good	9	6	rent	3	10 00			1	no	no	
2855	Finisher	good	good	3	3	rent	1	5 00	2 50			no	no	
2856	Forewoman	fair	poor	5	5					20 m		no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age. Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California..		Year	Daily Average	From A. M.	To P. M.		Sick	No Work	Other Cause.
2857	Laundry Workers.* Ironer	20 F	X	California	4		\$20 00, mo	\$200	\$0 54	7	6	30	52		
2858	Ironer	23 F	X	Ireland		4	20 00, mo				6	30	104		
2859	Ironer	27 F	X	England	9	9	20 00, mo	180	49	7	6	30	78		
2860	Ironer	25 F	X	Sweden	8	3	20 00, mo			7	6	30	153		
2861	Ironer	18 F	X	Germany	7	7	20 00, mo	240	65	7	6	30			
2862	Ironer	30 F	X	California			20 00, mo	220	60	7	6	30			
2863	Ironer	24 F	X	Missouri	23		20 00, mo	220	60	7	6	30	26		
2864	Ironer	17 F	X	California			17 50, mo	175	47	7	6	30	52		
2865	Ironer	26 F	X	Sandwich Islands	7	7	17 50, mo	209	57	7	6	30			
2866	Ironer	17 F	X	California			17 50, mo	210	57	7	6	30			
2867	Ironer	23 F	X	England	2	2	20 00, mo	240	65	7	6	30			
2868	Ironer	19 F	X	California			17 50, mo	197	54	7	6	30	18		
2869	Ironer	16 F	X	California			17 50, mo	203	55	7	6	30	10		
2870	Ironer	15 F	X	California			15 00, mo			7	6	30	1		
2871	Ironer	18 F	X	California			22 50, mo	267	73	7	6	30	3		
2872	Ironer	23 F	X	Sweden	4	1	15 00, mo			7	6	30			
2873	Ironer	23 F	X	Finland	5	4	17 50, mo	206	56	7	6	30	6		
2874	Ironer	23 F	X	California			22 50, mo	270	74	7	6	30			
2875	Ironer	17 F	X	Missouri		10	15 00, mo			7	6	30	12		12
2876	Ironer	30 F	X	Sweden		3	15 00, mo			7	6	30			
2877	Ironer	17 F	X	California			17 50, mo	210	57	7	6	30			
2878	Ironer	16 F	X	California			15 00, mo	180	49	7	6	30	7		
2879	Ironer	28 F	X	Ireland	10	3	25 00, mo	300	82	7	6	30			
2880	Ironer	28 F	X	Finland	18m	18m	20 00, mo	228	62	7	6	30	12		
2881	Ironer	21 F	X	California			20 00, mo	234	64	7	6	30			
2882	Mangler	18 F	X	California			10 00, mo							26	
2883	Mangler	18 F	X	California			10 00, mo			7	6	30			
2884	Mangler	14 F	X	California			7 50, mo			7	6	30			
2885	Mangler	18 F	X	California			22 50, mo	259	71	7	6	30	14		
2886	Mangler	16 F	X	Ireland	7m	7m	10 00, mo			7	6	30			
2887	Mangler	19 F	X	Canada	3	3	12 50, mo			7	6	30	78		52

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then	Now	Present Employment.	Present Em- ployer			Rent.....	Board	Board and Lodging..		Beneficial Associat'ns	Organizat'ns.	
Laundry Workers*—Continued.															
2857	Ironer	15	good	good	18 m	18 m						3	no	no	
2858	Ironer	14	good	poor	9 m	9 m						7	no	no	
2859	Ironer	17	good	poor	9 m	9 m						4	no	no	
2860	Ironer	18	good	poor	9 m	9 m							no	no	
2861	Ironer	15	good	good	3	3						5	no	no	
2862	Ironer	18	good	good	3	3							yes	no	
2863	Ironer	17	good	good	30 m	30 m						5	no	no	
2864	Ironer	15	good	good	2	2							no	no	
2865	Ironer	18	good	good	15 m	15 m							no	no	
2866	Ironer	15	good	good	18 m	18 m						6	no	no	
2867	Ironer	21	good	good	2	2						1	no	no	
2868	Ironer	18	good	good	1	1						4	no	no	
2869	Ironer	14	poor	good	15 m	15 m						1	no	no	
2870	Ironer	12	good	good	9 m	9 m						1	no	no	
2871	Ironer	12	good	good	3	3						2	no	no	
2872	Ironer	13	good	good	2 m	2 m						1	no	no	
2873	Ironer	18	good	good	5 m	5 m							no	no	
2874	Ironer	17	good	good	5	5							no	no	
2875	Ironer	17	good	poor	6 m	6 m						1	yes	no	
2876	Ironer	18	good	good	7 m	11 m							no	no	
2877	Ironer	15	good	good	2	2							no	no	
2878	Ironer	15	good	good	1	1							no	no	
2879	Ironer	20	good	good	3	3							no	no	
2880	Ironer	27	good	good	1	1							no	no	
2881	Ironer	16	good	good	5	5						1	no	no	
2882	Mangler		good	good	4 m	4 m							no	no	
2883	Mangler	17	good	good	4 m	4 m							no	no	
2884	Mangler	14	good	good	4 w	4 w							no	no	
2885	Mangler	14	good	good	3	3						1	no	no	
2886	Mangler	16	good	good	3 m	3 m						1	no	no	
2887	Mangler	18	good	good	7 m	7 m							no	no	

* Board and lodging are given in addition to the wages.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California ..		Year	Daily Aver- age	From A. M. . .	To P. M.		Sick	No Work	Other Cause.	
Laundry Workers—Continued.																	
2888	Mangler	17	F	S	California ..			\$12 50, mo					30				
2889	Mangler	16	F	S	California ..			7 50, mo					6				
2890	Mangler	19	F	S	California ..			20 00, mo	\$240	\$0 65			6				
2891	Mangler	21	F	S	California ..			25 00, mo	300	82			6				
2892	Mangler	14	F	S	England ..		1	7 50, mo					7				
2893	Mangler	15	F	S	California ..			12 50, mo	150	41			7				
2894	Mangler	16	F	S	California ..			10 00, mo					7		153		
2895	Starcher	20	F	S	Ireland ..		10	20 00, mo	240	65			7				
2896	Starcher	22	F	S	Ohio ..		7	20 00, mo	240	65			7				
2897	Starcher	22	F	S	Ireland ..		20	20 00, mo	240	65			7				
2898	Starcher	20	F	S	Ireland ..		3	20 00, mo	235	64			7		6		
2899	Starcher	18	F	S	New York ..		3	20 00, mo	230	63			7		12		
2900	Starcher	26	F	S	California ..		16	10 00, mo	122	33			7				
2901	Starcher	26	F	S	California ..			10 00, mo					7				
2902	Shirt folder	17	F	S	Ireland ..		19	30 00, mo	360	99			7				
2903	Shirt folder	35	F	S	New York ..			20 00, mo	200	54			7		52		
2904	Shirt folder	30	F	S	California ..			20 00, mo	240	65			7				
2905	Shirt folder	19	F	S	Australia ..		16	15 00, mo	120	33			7		104		
2906	Folder, all kinds	18	F	S	California ..			10 00, mo					7				
2907	Folder	19	F	S	Maryland ..			10 00, mo		31			7				
2908	Folder	19	F	S	Scotland ..		8 m	12 50, mo	114				7				
2909	Folder	15	F	S	California ..			10 00, mo					7				
2910	Sewer and mender	23	F	S	Ireland ..			25 00, mo	275	75			7				
2911	Sewer and mender	18	F	S	California ..			20 00, mo	240	65			7				
2912	Sewer and mender	23	F	S	Massachusetts		14	20 00, mo					7				
2913	Sewer and mender	24	F	S	Ireland ..		8	20 00, mo	240	65			7				
2914	Sewer and mender	22	F	S	Ireland ..		6	20 00, mo	240	65			7				
2915	Fluter	25	F	S	California ..			27 50, mo	302	82			7		12	26	
2916	Fluter	25	F	S	California ..			10 00, mo					7				
2917	General helper	16	F	S	Ireland ..		15	10 00, mo					7				
2918	General helper	15	F	S	California ..		10m	10 00, mo					7				
2919	General helper	16	F	S	California ..			12 50, mo					7		104		
2920	General helper	18	F	S	Switzerland ..			10 00, mo					7				

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued.)

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
<i>Laundry Workers—Continued.</i>															
2888	Mangler.....	15	good	good	4 m	4 m	---	---	---	---	---	---	no	no	---
2889	Mangler.....	14	good	good	7 w	7 w	---	---	---	---	---	---	no	no	---
2890	Mangler.....	15	good	good	4	4	---	---	---	---	---	---	no	no	---
2891	Mangler.....	14	good	good	6	6	---	---	---	---	---	---	yes	no	\$7 00
2892	Mangler.....	14	good	good	2 m	2 m	---	---	---	---	---	4	no	no	---
2893	Mangler.....	13	good	good	18 m	18 m	---	---	---	---	---	---	no	no	---
2894	Mangler.....	14	good	good	2	2	---	---	---	---	---	2	no	no	---
2895	Starcher.....	15	good	good	1	1	---	---	---	---	---	---	no	no	---
2896	Starcher.....	15	good	good	30 m	30 m	---	---	---	---	---	---	yes	no	7 50
2897	Starcher.....	19	good	good	17 m	17 m	---	---	---	---	---	1	no	no	---
2898	Starcher.....	17	good	good	18 m	18 m	---	---	---	---	---	5	no	no	---
2899	Starcher.....	14	good	good	2	2	---	---	---	---	---	---	no	no	---
2900	Starcher.....	16	good	good	3 w	3 w	---	---	---	---	---	---	no	no	---
2901	Starcher.....	15	good	good	5 m	5 m	---	---	---	---	---	1	no	no	---
2902	Shirt folder.....	12	good	good	19	19	---	---	---	---	---	1	no	no	---
2903	Shirt folder.....	13	good	good	8	8	---	---	---	---	---	---	no	no	---
2904	Shirt folder.....	16	fair	good	3	3	---	---	---	---	---	---	yes	no	7 00
2905	Shirt folder.....	15	good	good	30 m	30 m	---	---	---	---	---	---	no	no	---
2906	Folded, all kinds.....	16	good	good	3 w	3 w	---	---	---	---	---	4	no	no	---
2907	Folded.....	18	good	good	4 w	4 w	---	---	---	---	---	---	no	no	---
2908	Folded.....	19	good	good	4 m	4 m	---	---	---	---	---	---	no	no	---
2909	Folded.....	14	good	good	7 m	7 m	---	---	---	---	---	---	no	no	---
2910	Sewer and mender.....	19	good	good	4	4	---	---	---	---	---	1	no	no	---
2911	Sewer and mender.....	16	good	good	18 m	18 m	---	---	---	---	---	3	no	no	---
2912	Sewer and mender.....	14	good	good	9 m	18 m	---	---	---	---	---	---	yes	no	7 00
2913	Sewer and mender.....	14	good	good	4	2	---	---	---	---	---	1	no	no	---
2914	Sewer and mender.....	16	good	good	3	3	---	---	---	---	---	6	no	no	---
2915	Fluter.....	13	good	good	9	9	---	---	---	---	---	1	no	no	---
2916	Fluter.....	15	good	good	5 m	5 m	---	---	---	---	---	---	yes	no	7 00
2917	General helper.....	15	good	good	6 m	6 m	---	---	---	---	---	---	no	no	---
2918	General helper.....	15	good	good	5 m	5 m	---	---	---	---	---	---	no	no	---
2919	General helper.....	14	good	good	5 m	5 m	---	---	---	---	---	1	no	no	---
2920	General helper.....	15	good	good	3 m	30 m	---	---	---	---	---	1	no	no	---

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued.)

No.	Occupation.	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California ..		Year	Daily Aver- age	From A. M. ...	To P. M.		Sick	No Work	Other Cause.	
Laundry Workers—Continued.																	
2921	General helper.....	20	F	X	Sweden	6m	\$10 00, mo						30		78	130	
2922	General helper.....	21	F	X	Ireland	2	10 00, mo						30			78	
2923	General helper.....	17	F	X	California		10 00, mo		\$90	\$0 24			30				
2924	Dampening machinist.....	20	F	X	California		20 00, mo		240	65			30			52	
2925	Waitress.....	20	F	X	Wisconsin		20 00, mo						30				
2926	Waitress.....	21	F	X	Massachusetts		20 00, mo						30				
2927	General houseworker.....	25	F	X	Wisconsin		20 00, mo						30				52
2928	Forewoman.....	17	F	X	Ireland	2	20 00, mo		240	65			30				
2929	Machine ironer.....	21	F	X	California		10 00, mo						30		153		
2930	Machine ironer.....	23	F	X	Ireland	18	25 00, mo		225	61			30		78		
2931	Machine ironer.....	16	F	X	Massachusetts	10	12 50, mo						30				
2932	Machine ironer.....	24	F	X	Sweden	4	30 00, mo		384	1 05			30				
2933	Machine ironer.....	32	F	X	Sweden	7	6 30 00, mo		384	1 05			30				
2934	Machine ironer.....	26	F	X	Ireland	7			252	69			30		26		
2935	Machine ironer.....	31	F	M	Sweden	11	30 00, mo		351	96			30		18		
2936	Machine ironer.....	22	F	X	California		30 00, mo		369	1 01			30		12		
2937	Machine ironer.....	24	F	X	California		15 00, mo						30				
2938	Machine ironer.....	29	F	X	Sweden	8	30 00, mo		384	1 04			30				
2939	Machine ironer.....	21	F	X	Sweden	4	30 00, mo		444	1 21			30				
2940	Machine ironer.....	22	F	X	France	3	30 00, mo		384	1 04			30				
2941	Machine ironer.....	24	F	X	France	3	30 00, mo						30				
2942	Machine ironer.....	22	F	X	Sweden	4m	30 00, mo		240	65			30				
2943	Machine ironer.....	23	F	X	California		20 00, mo		130	63			30		12		
2944	Machine ironer.....	20	F	X	Ireland	7m	15 00, mo						30				
2945	Machine ironer.....	23	F	X	Sweden	4			402	1 10			30		12		
2946	Machine ironer.....	23	F	X	New Hampshire	2	20 00, mo						30		26		
2947	Machine ironer.....	20	F	X	Sweden	2			450	1 23			30				
2948	Machine ironer.....	35	F	M	Canada	34	2		210	57			30			153	
2949	Machine ironer.....	20	F	X	Sweden	18m	15 00, mo						30				
2950	Machine ironer.....	26	F	X	Switzerland	7	22 50, mo		257	70			30		12		
2951	Machine ironer.....	22	F	X	Sweden	2	17 50, mo						30				
2952	Machine ironer.....	23	F	X	Sweden	18m	20 00, mo						30				

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work.	Health.		Years Engaged.		Own or Rent Home.	Number of Rooms.	Amount Paid for			Others Supported.	Member of		Weekly Benefits.
			Then.	Now.	Present Employment.	Present Employer.			Rent.	Board.	Board and Lodging.		Beneficial Associat'ns.	Labor Organizat'ns.	
<i>Laundry Workers—Continued.</i>															
2921	General helper	14	good	good	2 w	2 w							no	no	
2922	General helper	14	good	good	2 m	2 m					2		no	no	
2923	General helper	14	good	good	14 m	14 m							no	no	
2924	Pumpenping machinist	15	good	good	5	5					1		no	no	
2925	Waitress	7	good	good	3	3							no	no	
2926	Waitress	10	good	good	11	4 m					1		no	no	
2927	General houseworker	18	good	good	5	2 m							no	no	
2928	Forewoman	15	good	good	21 m	21 m							no	no	
2929	Machine ironer	15	good	fair	4 m	4 m					1		no	no	
2930	Machine ironer	18	good	fair	2	2					5		no	no	
2931	Machine ironer	15	good	good	6 m	6 m							no	no	
2932	Machine ironer	20	good	good	3	3							no	no	
2933	Machine ironer	28	good	good	6	6							no	no	
2934	Machine ironer	7	good	fair	6	6							no	no	
2935	Machine ironer	23	good	good	2	2					2		no	no	
2936	Machine ironer	18	good	good	5	5					1		no	no	
2937	Machine ironer	20	good	good	8 m	8 m							no	no	
2938	Machine ironer	20	good	good	5	5							no	no	
2939	Machine ironer	16	good	good	3	3							no	no	
2940	Machine ironer	19	good	good	2	2							no	no	
2941	Machine ironer	21	good	good	18 m	18 m					4		no	no	
2942	Machine ironer	15	good	good	3 m	3 m							no	no	
2943	Machine ironer	19			4	4					1		no	no	
2944	Machine ironer				3 m	3 m							no	no	
2945	Machine ironer	16	good	good	4	4							yes	no	\$2 00
2946	Machine ironer	12	good	good	6 m	6 m							no	no	
2947	Machine ironer	15	good	good	2	2							no	no	
2948	Machine ironer	34	poor	poor	1	1	rent	4	\$16 00				no	no	
2949	Machine ironer	13	good	good	2 m	2 m					3		no	no	
2950	Machine ironer	20	good	good	5	5					3		no	no	
2951	Machine ironer	30	good	good	2	2					2		no	no	
2952	Machine ironer	21	good	good	18 m	18 m					4		no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California ..		Year	Daily Aver- age	From A. M. ...	To P. M.		Sick	No Work	Other Cause.
<i>Dry Goods Employées.</i>															
2953	Saleswoman	20 F	M	Illinois			\$8 00, week	\$416	\$1 14	8	6	60			
2954	Saleswoman	33 F	F	Nevada		8	15 00, week			8	6	60			
2955	Saleswoman	17 F	F	Nevada		7	5 00, week	200	71	8	6	60			
2956	Saleswoman	17 F	F	Louisiana		3m	5 00, week			8	6	30	2		
2957	Saleswoman	26 F	F	England		25	100 00, mo	1,200	3 28	8	6	30			
2958	Saleswoman	19 F	F	California			12 50, week	650	1 80	8	6	60			
2959	Saleswoman	23 F	F	California			13 00, week	780	2 13	8	6	60			
2960	Saleswoman	27 F	F	California			10 00, week	520	1 42	8	6	60			
2961	Saleswoman	21 F	F	California			12 50, week	650	1 79	8	6	60			
2962	Saleswoman	24 F	F	California			15 00, week	780	2 13	8	6	60			
2963	Saleswoman	21 F	F	California			50 00, mo	600	1 64	8	6	30			
2964	Saleswoman	20 F	F	California			50 00, mo	600	1 64	8	6	30			
2965	Saleswoman	25 F	F	Ireland		10	75 00, mo	900	2 46	8	6	30			
2966	Bookkeeper	27 F	F	Massachusetts		17	12 00, week			8	6	60			
2967	Cashier	19 F	F	California			50 00, mo	600	1 64	10	9:30	60			
2968	Cashier	29 F	F	Illinois			65 00, mo	780	2 13	7	7:30	60			
2969	Saleswoman	20 F	F	United States						8	6	45			
2970	Saleswoman	20 F	F	United States						8	6				
2971	Saleswoman	19 F	F	California			14 00, week	728	1 99	8	6	45			
2972	Saleswoman	23 F	F	New York			8 00, week			8	6	45			
2973	Saleswoman	22 F	F	California			8 00, week			8	9	45			
2974	Saleswoman	19 F	F	California			5 50, week		8:15	8:15	6	40			
2975	Saleswoman	19 F	F	United States			4 50, week			9	45	40			
2976	Saleswoman	20 F	F	United States			6 00, week			8:15	9	45			
2977	Saleswoman	18 F	F	United States						8	6	45			
2978	Saleswoman	20 F	F	United States			12 70, week					30			
<i>Notions and Fancy Goods.</i>															
2979	Manager book department.	30 M	M	United States		18	75 00, mo	900	2 46	7:30	8	45			
2980	Manager	27 M	M	California			100 00, mo	1,200	3 30	7:30	6	60			
2981	Manager	31 M	M	New York		22	100 00, mo	12,000	3 30	7:30	6	60			
2982	Manager	29 M	M	United States			80 00, mo	960	2 63	7:30	8	45			
2983	Manager	22 M	M	California			75 00, mo	900	2 46	8	8	45			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Dry Goods Employés—Cont.															
2653	Saleswoman	18	good	fine	2	2						no	no		
2654	Saleswoman		good	fine	6	6						no	no		
2655	Saleswoman	16	fine	fine	1	1						no	no		
2656	Saleswoman	16	good	good	2	2						no	no		
2657	Saleswoman	16	good	good	10	6						no	no		
2658	Saleswoman	16	good	good	3	3						no	no		
2659	Saleswoman	17	good	good	6	6						no	no		
2660	Saleswoman	18	good	better	5	4						no	no		
2661	Saleswoman	16	good	good	5	5						no	no		
2662	Saleswoman	16	good	good	8	8						no	no		
2663	Saleswoman	18	good	good	4	1						no	no		
2664	Saleswoman	15	good	good	4	4						no	no		
2665	Saleswoman	15	good	good	9	9						no	no		
2666	Bookkeeper	17	good	good	10	10						no	no		
2667	Cashier.	17	good	good	7	7					1	no	no		
2668	Cashier	22	poor	good	6	4					1	no	no		
2669	Saleswoman		good	fair	2	2						no	no		
2670	Saleswoman		good	fair	3	2						no	no		
2671	Saleswoman	16	good	good	5	4						yes	no	\$6 00	
2672	Saleswoman	15	good	good	5	4						yes	no	6 00	
2673	Saleswoman	16	good	good	2	2						no	no		
2674	Saleswoman		good	good	30	21						no	no		
2675	Saleswoman		good	good	1	1						yes	no	7 00	
2676	Saleswoman	19	good	good	6	6						yes	no		
2677	Saleswoman		good	good	3	3						no	no		
2678	Saleswoman	14	fair	fair		10						no	no		
Notions and Fancy Goods—Cont.															
2679	Manager book department	12	good	good	4	20	rent	3	\$15 00		1	no	no		
2680	Manager	14	good	good	13	13		1	8 00	\$24 00		no	no		
2681	Manager	12	good	good	14	14					3	no	no		
2682	Manager	16	good	good	6	6						yes	no	10 00	
2683	Manager	13	good	good	5	5						yes	no		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued.)

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.			From A. M.	To P. M.	Sick.	No Work.	Other Cause.
Notions and Fancy Goods—Cont.																
2984	Clerk.	20	M	S	Mexico	14	14	\$7 00, week	\$500	\$1 37	7:30	6	60			
2985	Clerk, stock			S	Ireland	5	5	10 00, week			7:30	6	60		60	
2986	Clerk, carriages	24		S	United States			50 00, mo			8	8	45			
2987	Clerk, jewelry											8	45			
2988	Clerk, jewelry											8	45			
2989	Clerk, stock	40	M	S	Denmark	7	4					8	45			
2990	Clerk, assorter	18	M	S	United States		19	120 00, mo				8	45			
2991	Clerk, stock	20	M	S	California			6 00, week	312	85	7:30	6	60			
2992	Clerk, notions			S	California			12 00, week	540	1 48	7:30	6	45			
2993	Clerk, stock	25	M	S	New York			80 00, mo	960	2 63	8	8	45			
2994	Clerk, stock	32	M	S	United States			9 00, week	414	1 13	7:30	6	60		30	
2995	Clerk, toys.	23	M	S	United States		30	12 00, week	612	1 67	7:30	6	45			
2996	Salesman, games	21	M	M	United States			50 00, mo	350	96	7:30	8	45		130	
2997	Salesman	25	M	S	England			55 00, mo			8	8	45			
2998	Salesman	27	M	S	Scotland			50 00, mo	430	1 17	7:30	8	45		80	
2999	Salesman	25	M	S	United States		20	55 00, mo	660	1 80	7:30	8	45			
3000	Salesman	42	M	M	United States		18	70 00, mo	840	2 30	8	8	45			
3001	Salesman	26	M	S	United States			55 00, mo	660	1 64	7:30	8	45			
3002	Cash boy	15	M		United States			3 00, week			7:30	8	45			
3003	Cash boy	13	M		United States			3 00, week			8	8	45			
3004	Floorwalker	34	M	M	United States			120 00, mo	1,440	3 94	8	8	45			
3005	Cash boy							3 00, week			7:30	8	45			
3006	Cash boy	13			United States			3 00, week			7:30	8	45			
3007	Cash boy	13			United States			3 00, week			7:30	8	45			
3008	Cash boy				California			3 00, week			7:30	8	45			
3009	Cash boy	13			California			3 00, week			7:30	8	45			
3010	Cash boy	14						3 00, week			8	8	45			
3011	Bookkeeper	21			Germany	9	9	3 50, week			7:30	8	45			
3012	Bookkeeper	39	M		United States		4	45 00, mo	540	1 48	7:30	6	60			
3013	Foreman, toys	44	M	M	Germany	25	17	140 00, mo	1,680	4 60	8	6	60			
3014	Packer	20	M	S	United States	13	13	105 00, mo	1,260	3 45	7:30	6	60			
3015	Engineer.	33	M	M	Germany	10	7	3 00, day			7:30	6	45			
3016	Saleslady, books	28	F	S	Canada	20	20	35 00, mo			8:30	6	60			

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
Notions and Fancy Goods—Cont.															
3017	Saleslady, gloves.	21 F	X	California.			\$35 00, mo			8:30	6	45			
3018	Saleslady, dolls.	22 F	X	United States.			40 00, mo	\$480	\$1 09	8:30	8	45			
3019	Saleslady, gloves.	32 F	X	New York		8	30 00, mo			8:30	7	45			
3020	Saleslady.	21 F	X	United States.		13	27 50, mo			8:30	8	45			
3021	Saleslady, books.	21 F	M	Missouri						8:30	8	45			
3022	Saleslady, dolls.	25 F	X	United States.			30 00, mo			8:30	8	45			
3023	Saleslady, notions.	16 F	X	Massachusetts.		2	25 00, mo			8	7:45	45			
3024	Saleslady, perfumery.	19 F	F		19	6	25 00, mo			8	7:45	45			
3025	Salesman, jewelry.	25 M	X				50 00, mo			7:30	8	45			
3026	Saleslady, art-room.	19 F	X	New York		6	24 00, mo			8	8	45			
3027	Saleslady, toilet articles.	20 F	X	California.						8	8	45			
3028	Saleslady, jewelry.	19 F	F	California.			6 00, week			8	8	45			
3029	Saleslady, art goods.	17 F	F	California.			4 50, week			8	8	45			
3030	Saleslady, fans.	24 F	X	Michigan.		4	7 00, week			8	8	45			
3031	Saleslady, fans.	20 F	X	New York			7 00, week			8	8	45			
3032	Saleslady, toys.	20 F	X	New York		11	7 00, week	357	97	8	8	45			
3033	Cashier.	32 F	M	California.			9 00, week			8	8	45			
3034	Cashier.	23 F	M	California.			8 00, week	392	1 07	8	8	45	12		
3035	Manager, fancy goods.	29 M	M	California.			75 00, mo			7:30	8	45			
3036	Stenographer.	18 F	F	United States.			37 50, mo	450	1 23	8:30	6	45			
3037	Typewriter.	28 F	F	California.			12 00, week	612	1 67	8	8	45			
3038	Errand boy.	14 M	M	United States.			3 00, week			7:30	8	45			
3039	Bookkeeper.	20 F	F	United States.			35 00, mo	420	1 15	8:30	6	45			
3040	Bookkeeper.	20 F	F	United States.			7 50, week			8	8	45			
3041	Clerk.	25 F	F	United States.			30 00, mo			8:30	6	45			
3042	Clerk, toys.	24 M	M	United States.			50 00, mo	1,080	2 95	8	8	60			
Telegraph Employées.															
3043	Lineman.	30 M	M	Georgia.			3 75, day	1,222	3 35	7:30	5:30	60			
3044	Lineman.	21 M	M	California.			2 25, day	815	2 23	7:30	5:30	60			
3045	Lineman.	27 M	M	Massachusetts.			2 50, day			7:50	5:30	60			
3046	Lineman.	24 M	M	New York			2 50, day	652	1 79	7:30	5:30	60			
3047	Lineman.	43 M	M	Michigan.			2 00, day	570	1 56	7:30	5:30	60	5	36	

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Notions and Fancy Goods—Cont.															
3017	Saleslady, gloves.....	17	good	good	18 m	7 m							no	no	\$2 50
3018	Saleslady, dolls.....	18	good	good	4	4							yes	no	
3019	Saleslady, gloves.....	16	good	poor		5		1	\$8 00	\$15 m			no	no	
3020	Saleslady.....	21	good	good	4 m	4 m							no	no	
3021	Saleslady, books.....	18	good	good	3 m	3 m							no	no	
3022	Saleslady, dolls.....	23	good	good	2	2							no	no	
3023	Saleslady, notions.....	15	good	good	3 m	2 m							no	no	
3024	Saleslady, perfumery.....	18	good	good	2 w	2 w							no	no	
3025	Salesman, jewelry.....	17	good	good		3 m		1			\$20 m		yes	no	2 00
3026	Saleslady, art-room.....	18	good	good	2 m	2 m							no	no	
3027	Saleslady, toilet articles.....	19	good	good	1	1							no	no	
3028	Saleslady, jewelry.....	18			2 m	2 m							no	no	
3029	Saleslady, art-rooms.....	16	good	good	1	3 m					25 00		no	no	
3030	Saleslady, fans.....	20	fair	fair	3	1 w							no	no	
3031	Saleslady, fans.....	18	good	good	2	2							no	no	
3032	Saleslady, toys.....	18	good	good	2	2							no	no	
3033	Cashier.....	25	good	good	7 m	7 m		1			25 00 m		no	no	
3034	Cashier.....	22	good	good	1	1							no	no	
3035	Manager, fancy goods.....	17	good	good	5	3 m	rent	5	17 00				yes	no	10 00
3036	Stenographer.....	16	good	good	18 m	18 m							no	no	
3037	Typewriter.....	18	good	good	3	10 m							no	no	
3038	Errand boy.....	13	good	good	6 m	2 m							no	no	
3039	Bookkeeper.....	18	good	good	2	2							no	no	
3040	Bookkeeper.....	15	good	good	8	2 m	rent	6	18 00				no	no	Dr. and Med.
3041	Clerk.....	16	good	good									yes	no	
3042	Clerk, toys.....	10	good	fair	14	14	rent	9	45 00			1	no	no	
Telegraph Employés.															
3043	Lineman.....	12	good	fair	4	9	rent	5	16 00			2	no	no	
3044	Lineman.....	14	good	good	4	4					30 00	1	no	no	
3045	Lineman.....	14	good	good	4	3 m					20 00	1	no	no	
3046	Lineman.....	15	good	good	5	5	rent	3	15 00			4	no	no	
3047	Lineman.....	21	good	fair	10	4	rent	3	15 00			1	yes	no	10 00

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued.)

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.			From A. M.	To P. M.	Sick.	No Work.	Other Cause.
Telegraph Employés—Cont.																
3048	Lineman.	20	M	S	Iowa		\$2 00, day	\$652	\$1 78	7:30	5:30	60				
3049	Lineman's helper	20	M	S	New York		2 00, day	652	1 78	7:30	5:30	60				
3050	Telegraph messenger	15	M	S	Washington		75, day	211	58	8	8	30		52		
3051	Telegraph messenger	16	M	M	California		75, day	254	70	7	7	60				
3052	Telegraph messenger	12	M	S	California		75, day			7	7	60				
3053	Telegraph messenger	16	M	S	California		75, day	225	62	7	7	30	12	8		
3054	Telegraph messenger	14	M	S	California					7	7	30	14			
3055	Telegraph messenger	14	M	S	California		75, day	220	60	6	6	30				
3056	Telegraph messenger	14	M	S	California		75, day	225	62	11	11	60	75			4
3057	Telegraph messenger	15	M	S			75, day			8	8	30				
3058	Telegraph messenger	16	M	S	California		1 00, day	1,222	3 35	7	7	30				
3059	Lineman	30	M	M	Georgia		3 75, day			7:30	5:30	60				
3060	Lineman	21	M	M	California		2 25, day	815	2 23	7:30	5:30	60				
3061	Lineman	27	M	M	Massachusetts		2 50, day			7:30	5:30	60				
3062	Lineman	21	M	M	New York		2 50, day	652	1 79	7:30	5:30	60				
3063	Lineman	43	M	M	Michigan		2 00, day	570	1 56	7:30	5:30	60	5	36		
3064	Lineman	20	M	S	Iowa		2 00, day	652	1 78	7:30	5:30	60				
3065	Lineman's helper	20	M	S	New York		2 00, day	652	1 78	7:30	5:30	60				
3066	Telegraph messenger	15	M	S	Washington		75, day	211	58	8	8	30		52		
3067	Telegraph messenger.	10	M	S	California		75, day	254	70	7	7	60				
3068	Telegraph messenger.	12	M	S	California		75, day			7	7	60				
3069	Telegraph messenger.	16	M	S	California		75, day	225	62	7	7	30	12	8		
3070	Telegraph messenger.	14	M	S	California					7	7	30	14			
3071	Telegraph messenger.	14	M	S	California		75, day	220	60	6	6	30				
3072	Telegraph messenger.	14	M	S	California		75, day	225	62	11	11	60		75		
3073	Telegraph messenger.	15	M	S	California		75, day			8	8	30				4
3074	Telegraph messenger	16	M	S	California		1 00, day			7	7	30				4
Street Railroads.																
3075	Gripman	27	M	S	Ireland	8	3 15 00, week	782	2 14	*12 h	+	40				52
3076	Gripman	25	M	M	England	5	5 15 00, week			12 h		40	7			52

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
			Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging...		Beneficial Associat'ns	Labor Organizat'ns.	
Telegraph Employés—Cont.															
3048	Lineman.....	10	good	good	6	3			\$10 00		\$6 00		no	no	
3049	Lineman's helper.....	14	good	good	3	3									
3050	Telegraph messenger.....	11	good	good	30 m	30 m									
3051	Telegraph messenger.....	14	good	good	30 m	30 m									
3052	Telegraph messenger.....	11	good	good	4 m	4 m									
3053	Telegraph messenger.....	13	good	good	3	3									
3054	Telegraph messenger.....	12	good	good	7 m	7 m									
3055	Telegraph messenger.....	12	good	good	2	2									
3056	Telegraph messenger.....	13	good	good	4	4									
3057	Telegraph messenger.....	12	good	good	3	18 m									
3058	Telegraph messenger.....	15	good	good	5 d	5 d									
3059	Lineman.....	12	good	fair	4	9	rent	5	16 00				2	no	
3060	Lineman.....	14	good	good	4	4				30 00			1	no	
3061	Lineman.....	14	good	good	4	3 m				20 00			1	no	
3062	Lineman.....	15	good	good	5	5	rent	3	15 00				4	no	
3063	Lineman.....	21	good	fair	10	4	rent	3	15 00		6 00		1	yes	\$10 00
3064	Lineman's helper.....	10	good	good	6	3								no	Dr. and Med.
3065	Lineman.....	14	good	good	3	3								no	
3066	Telegraph messenger.....	11	good	good	30 m	30 m			10 00						
3067	Telegraph messenger.....	14	good	good	30 m	30 m									
3068	Telegraph messenger.....	11	good	good	4 m	4 m									
3069	Telegraph messenger.....	13	good	good	3	3									
3070	Telegraph messenger.....	12	good	good	7 m	7 m									
3071	Telegraph messenger.....	12	good	good	2	2									
3072	Telegraph messenger.....	13	good	good	4	4									
3073	Telegraph messenger.....	12	good	good	3	18 m									
3074	Telegraph messenger.....	15	good	good	5 d	5 d									
Street Railroads.															
3075	Gripman.....	19	good	good	18 m	18 m	rent	1	6 00	\$4 50				no	\$7 50, Dr. & Med.
3076	Gripman.....	14	good	good	4	2 m		3	17 00					yes	

* Time for meals changeable.

† Time of beginning and quitting work varies greatly. The railroad man is paid by the hour, and does not object to a good many of them.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age, Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
					U. S.	California..		Year	Daily Aver- age			From A. M.	To P. M.	Sick	No Work	Other Cause.
Street Railroads—Continued.															
3077	Gripman	40	M	Canada	7	7	\$15 00, week			12 h		40	60		52
3078	Gripman	26	M	Maryland			15 00, week			12 h		40			52
3079	Gripman	33	M	Alabama			15 00, week	\$775	\$2 12	12 h		40	3		52
3080	Gripman	27	M	California			2 20, day	451	1 23	20 m	20 m	67			35
3081	Gripman	33	M	California			1 90, day			8 h	38 m	67			
3082	Gripman	24	M	Oregon			2 20, day	693	1 90	10 h		67		40	15
3083	Gripman	26	M	California			2 20, day			10 h		67			26
3084	Gripman	27	M	Ireland	8	8	2 60, day	678	1 85	11 h	20 m	67			52
3085	Gripman	26	M	Ireland	8	8	2 60, day	746	2 04	11 h	20 m	67	14		12
3086	Gripman	33	M	Ireland	16	16	15 00, week	652	1 78	11 h	20 m	67			52
3087	Gripman	38	M	West Virginia			15 00, week	145	39	11 h	23 m	67	208		36
3088	Gripman	29	M	Illinois			2 70, day	710	1 94	11 h	20 m	67			50
3089	Gripman	24	M	Iowa			2 45, day	642	1 75	11 h	20 m	67			
3090	Gripman	30	M	California			2 20, day	631	1 73	10 h		67			26
3091	Gripman	23	M	Canada	5	5	15 00, week			11 h	23 m	67			
3092	Gripman	26	M	Sweden	8	5	15 00, week			11 h	23 m	67			
3093	Gripman	37	M	Massachusetts			2 45, day	820	2 24	11 h	22 m	67			30
3094	Gripman	28	M	North Carolina			2 30, day	648	1 77	10 h	27 m	67	5		24
3095	Gripman	32	M	California			2 30, day	746	2 04	10 h	27 m	67	15		26
3096	Gripman	26	M	Sweden	5	3	2 30, day	687	1 88	10 h	27 m	67	40		26
3097	Gripman	26	M	California			2 45, day	820	2 24	11 h	8 m	67			30
3098	Gripman	26	M	California			2 45, day	681	1 86	11 h	20 m	67	2		26
3099	Gripman	34	M	Ireland	9	9	2 45, day	519	1 42	11 h	30 m	45	24		36
3100	Gripman	37	M	Denmark	10	7	2 20, day	629	1 72	11 h	30 m	40	7		20
3101	Gripman	44	M	Norway	27	15	2 50, day	652	1 78	11 h	30 m	40		78	52
3102	Gripman	31	M	California			2 65, day			11 h	30 m	40	12		
3103	Gripman	31	M	Ireland	12	10				11 h	30 m	40		14	
3104	Gripman	25	M	Ireland	10	10	15 00, week			11 h	30 m	40			
3105	Gripman	31	M	Michigan			1 65, day	498	1 36	11 h	30 m	40	10		12
3106	Gripman	49	M	England	18	18	2 60, day	668	1 83	11 h	30 m	40	56		52
3107	Gripman	24	M	Ireland	7	7	22, hour			11 h	30 m	40			
3108	Gripman	31	M	Pennsylvania			1 85, day			11 h	30 m	40			26
3109	Gripman	27	M	Ohio			14 00, week	606	1 66	11 h	30 m	40	10		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Street Railroads—Continued.															
3077	Gripman.....	16	good	good	2	2	rent	1	\$5 00	\$4 20			yes	no	\$7 00
3078	Gripman.....	24	good	good	2	2			6 00				no	no	
3079	Gripman.....	20	good	good	5	5			7 00				yes	no	17 00
3080	Gripman.....	14	good	good	8 m	8 m	rent	6	15 00			2	no	no	
3081	Gripman.....	14	good	good	5 m	5 m	rent	3	10 00			1	no	no	
3082	Gripman.....	21	good	good	7 m	7 m			5 00	4 50			no	no	
3083	Gripman.....	15	good	good	6 m	6 m			5 00	5 00			no	no	
3084	Gripman.....	20	good	good	3	3		1	5 00	4 00			yes	no	7 00
3085	Gripman.....	18	good	good	6	6		1	5 00	4 25			yes	no	10 00
3086	Gripman.....	15	good	good	6	6	rent	7	25 00				no	no	
3087	Gripman.....	16	good	fair	3	3			5 00	4 00			no	no	
3088	Gripman.....	15	good	good	4	4			5 00	5 00			no	no	
3089	Gripman.....	12	good	good	3	3			6 00	4 50			no	no	
3090	Gripman.....	14	good	good	16 m	16 m					\$20 m		yes	no	7 50, Dr. & Med.
3091	Gripman.....	18	good	good	6 m	6 m			6 00	4 00			no	no	
3092	Gripman.....	14	good	good	7 m	7 m			5 00	4 00			no	no	
3093	Gripman.....	16	good	good	4	2	rent	2	12 00			1	no	no	
3094	Gripman.....	17	good	good	5	28 m			5 00	16 m			yes	no	7 50, Dr. & Med.
3095	Gripman.....	18	good	good	30 m	30 m	rent	3	12 00			2	yes	no	8 00
3096	Gripman.....	15	good	good	30 m	30 m			6 00	4 50			yes	no	7 50, Dr. & Med.
3097	Gripman.....	14	good	good	4	4			5 00	4 00			no	no	
3098	Gripman.....	14	good	good	4	4	rent	3	13 00			2	yes	no	7 50, Dr. & Med.
3099	Gripman.....	17	good	good	9	4			5 00	4 50			yes	no	10 00
3100	Gripman.....	8	good	good	7 m	7 m			5 00	4 20			yes	no	9 00, Dr. & Med.
3101	Gripman.....	12	good	good	7	7			5 00	4 20			no	no	
3102	Gripman.....	15	good	good	6	6	rent	5	19 00			5	yes	no	10 00
3103	Gripman.....	16	good	fair	2	2 w			5 00	4 20			yes	no	
3104	Gripman.....	19	good	good	10	10		1	5 00	5 00			no	no	7 50, Dr. & Med.
3105	Gripman.....	17	good	good	15 m	15 m	rent	6	20 00			1	no	no	
3106	Gripman.....	13	good	good	9	9	rent	4	10 00			3	yes	no	7 00, Dr. & Med.
3107	Gripman.....	17	good	good	5 m	5 m			4 00	3 50			no	no	
3108	Gripman.....	14	good	good	14 m	14 m			5 00	4 00			no	no	
3109	Gripman.....	17	good	good	18 m	18 m		1	5 00	4 20			no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.	Minutes for Lunch.	Number Days Lost.			
						U. S.	California.		Year.	Daily Average.			From A. M.	To P. M.	Sick.	No Work.	Other Cause.
Street Railroads—Continued.																
3110	Gripman.	28	M	S	Nova Scotia.	1	1	\$1 65, day	\$516	\$1 41	12 h	40				
3111	Gripman.	21	M	S	United States.	6	7m	2 25, day			12 h	40	2			52
3112	Gripman.	44	M	S	England.	6	6	15 00, week	782	2 14	12 h	40				52
3113	Gripman.	29	M	S	California.			2 12, day	782	2 14	12 h	40			104	52
3114	Gripman.	26	M	S	California.			15 00, week			12 h	40	18			
3115	Gripman.	40	M	S	Missouri.			15 00, week				40			153	
3116	Gripman.	31	M	S	Ireland.	12	12	15 00, week	782	2 14	12 h	40				52
3117	Gripman.	33	M	M	Ireland.	12	12	15 00, week			12 h	40				16
3118	Gripman.	37	M	S	California.			15 00, week	732	2 00	12 h	40			10	52
3119	Gripman.	40	M	S	Ireland.	28	24	15 00, week			12 h	40		4	130	
3120	Gripman.	27	M	M	Missouri.			15 00, week			12 h	40			78	52
3121	Gripman.	38	M	S	United States.			2 05, day			12 h	40			52	
3122	Gripman.	29	M	M	Maine.			15 00, week	747	2 04	12 h	40		14		24
3123	Gripman.	37	M	M	United States.	10	10	15 00, week	780	2 13	12 h	40		1	52	
3124	Gripman.	32	M	M	Maine.			2 05, day			12 h	40			60	3
3125	Cable conductor.	23	M	S	Switzerland.	14	6	15 00, week	782	2 14	12 h	40				52
3126	Cable conductor.	33	M	M	Maryland.			15 00, week	391	1 07	12 h	40			153	
3127	Cable conductor.	39	M	M	Illinois.			2 05, day	629	1 72	11 h	30 m			3	6
3128	Cable conductor.	42	M	S	New York.			13 00, week	665	1 82	11 h	30 m		3		3
3129	Cable conductor.	37	M	S	California.			2 65, day	829	2 27	11 h	30 m				52
3130	Cable conductor.	25	M	S	Ireland.	4	2	2 65, day	792	2 17	11 h	30 m		14		52
3131	Cable conductor.	24	M	M	England.		4	2 50, day	777	2 13	11 h	30 m			2	
3132	Cable conductor.	29	M	M	United States.			2 50, day			12 h	35	35	52		
3133	Cable conductor.	24	M	M	United States.			2 50, day	657	1 80	12 h	35	35	12		
3134	Cable conductor.	40	M	S	Indiana.			2 50, day			12 h	35	35	26		
3135	Cable conductor.	25	M	M	Maine.			2 12, day			12 h	35	35	26		
3136	Cable conductor.	22	M	S	England.			2 12, day	717	1 96	12 h	35	35	26		
3137	Cable conductor.	22	M	S	Maine.	1	1	15 00, week	415	1 13	12 h	35	35	7		
3138	Cable conductor.	32	M	S	New York.			15 00, week			12 h	35	35	14		
3139	Cable conductor.	26	M	S	United States.			1 95, day			12 h	35	35			3
3140	Cable conductor.	27	M	M	Nova Scotia.	10	2	2 50, day	782	2 14	12 h	35	35			
3141	Cable conductor.	27	M	M	Maine.			15 00, week	782	2 14	12 h	35	35			
3142	Cable conductor.	26	M	M	West Virginia.			2 50, day	782	2 14	11 h	40				52

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer....			Rent.....	Board.....	Board and Lodging ..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Street Railroads—Continued.															
3110	Gripman	10	good	good	1	1	rent	1	\$4 00	\$4 20			no	no	\$7 00, Dr. & Med.
3111	Gripman	14	good	good	7 m	7 m	rent		6 00	6 00			no	no	10 00
3112	Gripman	13	good	good	6	6	rent	5	21 50	4 20		2	yes	no	
3113	Gripman	16	good	good	15 m	15 m	rent	3	15 00			1	no	no	8 00
3114	Gripman	16	good	fair	9 m	9 m	rent		5 00				yes	no	20 00
3115	Gripman	12	good	good	30	8 m			6 00				yes	no	
3116	Gripman	19	good	good	1	1	rent	4	15 00			2	no	no	14 00
3117	Gripman	17	good	good	12	1	rent		6 00	4 00		2	yes	no	
3118	Gripman	17	good	good	20	5	rent	5	14 00			4	no	no	
3119	Gripman	16	good	good	4	11 m	rent	4	12 00			2	no	no	
3120	Gripman	13	good	good	7 m	7 m	rent	18	30 00			6	no	no	
3121	Gripman	17	good	fair	3 d	3 d	rent		5 00	6 00			no	no	
3122	Gripman	18	good	good	7 m	7 m	rent	4	11 00			2	yes	no	8 00
3123	Gripman	14	good	good	5	5	own					3	yes	no	17 00
3124	Gripman	12	good	good	7	7	own		4 00	4 00			no	no	10 00
3125	'able conductor	18	poor	good	5	9 m		1	7 00	4 00			yes	no	10 00
3126	'able conductor	12	good	good	7	7	own					6	no	no	
3127	'able conductor	15	good	good	4 m	4 m	own	1	5 00	4 20			yes	no	10 00
3128	'able conductor	10	good	fair	3	3	rent	2	12 00			1	no	no	
3129	'able conductor	17	good	good	1	1			5 00	3 50			no	no	
3130	'able conductor	16	good		2	2							no	no	
3131	'able conductor	19	good		2	2							no	no	
3132	'able conductor	24	good	good	2	2		2	10 00			1	no	no	17 50, Dr. & Med.
3133	'able conductor	21	good	good	2	2							yes	no	
3134	'able conductor						rent	6	16 00			2	no	no	
3135	'able conductor	17	good	good	3	3		1	6 00	22 m			no	no	
3136	'able conductor	17	good	good	2	2		1	6 00	5 00			no	no	
3137	'able conductor	17	good	good	1	1		1	6 00				no	no	
3138	'able conductor	15	good	good	3	3			7 00	5 15			yes	no	10 00, Dr.
3139	'able conductor	16	good	good	9 m	9 m			5 00				yes	no	2 00
3140	'able conductor	20	good	good	2	2	rent	1	12 00			1	yes	no	10 00
3141	'able conductor	21	good	good	5	2	rent	2	7 00			1	no	no	
3142	'able conductor	16	good	good	2	2	rent	2				1	no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued

No.	Occupation.	Age, Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
					U. S.	California.		Year	Daily Average	From A. M.	To P. M.		Sick	No Work	Other Cause.
Street Railroads—Continued.															
3143	Cable conductor	26 M	M	Ohio	2		\$2 50, day	\$737	\$2 02	11 h	30 m	40	78		70
3144	Cable conductor	23 M	M	England	11	4	2 00, day	622	1 70	11 h	30 m		2		52
3145	Cable conductor	28 M	M	England	11	4	2 60, day	813	2 20	11 h	30 m				52
3146	Cable conductor	45 M	M	Ireland	26	15	2 60, day	678	1 85	11 h	30 m				30
3147	Cable conductor	22 M	M	England	5	2	2 22, hour			11 h	30 m				30
3148	Cable conductor	35 M	M	Scotland	3	3	2 50, day	782	2 14	11 h	30 m				52
3149	Cable conductor	25 M	M	England	18	12				11 h	30 m				52
3150	Cable conductor	44 M	M	Maine	1		2 50, day	732	2 00	11 h	30 m	40	20		52
3151	Cable conductor	27 M	M	Germany	5	4	2 25, day	688	1 88	11 h	30 m	40	7		
3152	Cable conductor	32 M	M	Canada	14	9m	11 50, week			11 h	30 m	40			
3153	Cable conductor	23 M	M	New York			9 00, week			11 h	30 m	40	1		
3154	Cable conductor	30 M	M	Minnesota				495	1 35	11 h	30 m	40		30	
3155	Cable conductor	27 M	M	Ohio			9 50, week			11 h	30 m	40	2		45
3156	Cable conductor	29 M	M	Indiana			2 65, day			11 h	30 m	40		9	
3157	Gripman	28 M	M	Wisconsin						11 h	30 m	40		3	
3158	Gripman	30 M	M	Ireland	7	5	14 00, week			11 h	30 m	40		7	
3159	Gripman	29 M	M	Pennsylvania			9 00, week			11 h	30 m		6		90
3160	Gripman	40 M	M	Massachusetts			10 00, week	677	1 85			38			36
3161	Gripman	37 M	M	Mississippi			15 00, week	592	1 62	11 h	30 m	40			24
3162	Gripman	38 M	M	Norway	20	10	2 05, day	544	1 49	11 h	30 m		3		13
3163	Gripman	35 M	M	New York			1 90, day	544	1 49	11 h	30 m				52
3164	Gripman	38 M	M	Wisconsin			15 00, week	782	2 14	11 h	30 m	40			32
3165	Gripman	31 M	M	Ireland	8	8	2 60, day	678	1 85	11 h	30 m				25
3166	Gripman	34 M	M	Ohio			1 90, day	547	1 49	11 h	30 m	40			11
3167	Gripman	30 M	M	Iowa			2 65, day			11 h	30 m	40			
3168	Gripman	28 M	M	Ireland	3	3	2 00, day			11 h	30 m		14		1
3169	Gripman	26 M	M	Ohio			1 55, day			11 h	30 m	40			
3170	Gripman	27 M	M	Ireland			2 15, day	651	1 78	11 h	30 m	40			
3171	Gripman	24 M	M	Missouri			2 50, day	490	1 34	11 h	30 m	40	7	6	104
3172	Gripman	29 M	M	England	6	3	2 65, day	829	2 27	11 h	30 m	40	18		52
3173	Cable conductor	27 M	M	Pennsylvania			15 00, week	645	1 76			39	14	5	36
3174	Cable conductor	32 M	M	Belgium			15 00, week	627	1 71			45	26		36
3175	Cable conductor	23 M	M	Wyoming			15 00, week					39		30	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Street Railroads—Continued.															
3143	Cable conductor.....	16	good	good	2	2	rent	1	\$6 00	\$4 20			no	no	
3144	Cable conductor.....	12	good	good	14 m	14 m		4	5 00	5 00			no	no	
3145	Cable conductor.....	14	good	good	2	2	rent	1	12 50		\$20 00	2	yes	no	
3146	Cable conductor.....	25	good	good	15	15		1					no	no	
3147	Cable conductor.....	16	good	good	2 m	2 m		1	5 00	3 50			no	no	
3148	Cable conductor.....	8	good	good	22 m	22 m	rent	2	12 00			2	yes	no	\$10 00
3149	Cable conductor.....	18	good	good	3 m	3 m		1	4 50	3 50			no	no	
3150	Cable conductor.....	16	good	good	6	6	rent	4	12 00			6	no	no	
3151	Cable conductor.....	16	good	good	14 m	14 m			12 00				no	no	
3152	Cable conductor.....	17	good	good	2	4 m			5 00	4 20			no	no	
3153	Cable conductor.....	14	good	good	4 m	4 m			5 00	4 00			no	no	
3154	Cable conductor.....	18	good	good	4	2 w			5 00	4 20			no	no	
3155	Cable conductor.....	20	good	fair	3 m	3 m			5 00	3 50			no	no	
3156	Cable conductor.....	18	poor	fair	15 m	15 m	rent	7	19 00			5	no	no	
3157	Gripman.....		good	good	3 m	3 m		1	5 00	4 20			no	no	
3158	Gripman.....	19	good	good	2	4 m		1	6 00				no	no	
3159	Gripman.....	9	good	good	10 w	10 w	own					5	no	no	
3160	Gripman.....	8	good	good	3 m	3 m						1	yes	no	10 00
3161	Gripman.....	17	good	good	4	4	rent	2	15 00				no	no	
3162	Gripman.....	14	good	good	2	2		1	4 00	3 50			no	no	
3163	Gripman.....	17	good	good	19 m	19 m		1	6 00	4 20			no	no	
3164	Gripman.....	17	good	good	10	10		1	5 00	4 20			no	no	
3165	Gripman.....	23	good	good	7	7		1			20 00		yes	no	10 00, Dr. & Med.
3166	Gripman.....	14	good	good	18	18 m	rent	5	20 00			2	no	no	
3167	Gripman.....	16	good	poor	3	3			5 00				no	no	
3168	Gripman.....	26	good	good	3 m	3 m			3 50				no	no	
3169	Gripman.....	10	good	good	6 m	6 m		1	5 00	4 20			no	no	
3170	Gripman.....	13	good	good	2	2			5 00	18 m			yes	no	8 00
3171	Gripman.....	18	good	good	6	3						1	no	no	
3172	Gripman.....	7	good	good	3	3	rent	4	12 00				no	no	
3173	Cable conductor.....	10	good	good	3	3	rent	4	12 00			1	no	no	
3174	Cable conductor.....	18	good	poor	3	2						1	yes	no	Dr. & Med.
3175	Cable conductor.....	12	good	good	18 m	9 m						3	no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, Etc.—Continued.

No.	Occupation	Age.	Sex.	Married or Single..	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California..		Year.....	Daily Aver- age	From A. M....	To P. M.....		Sick	No Work....	Other Cause.
Street Railroads—Continued.																
3176	Cable conductor	29	M	X	New York	3	\$12 00, wk	\$782	\$2 14				40	30	60	
3177	Cable conductor	24	M	M	Ireland	3	15 00, week			12 h			35			
3178	Cable conductor	29	M	M	England	9	15 00, week			12 h			35		36	
3179	Cable conductor	22	M	M	California		15 00, week	587	1 61	12 h			35	26		52
3180	Cable conductor	25	M	M	Massachusetts		15 00, week			12 h			35			26
3181	Cable conductor	23	M	X	California	7	15 00, week	652	1 78	12 h			35			52
3182	Cable conductor	26	M	X	England	5	15 00, week	717	1 96	12 h			35			26
3183	Cable conductor	24	M	X	England		15 00, week	717	1 96	12 h			35			26
3184	Cable conductor	31	M	X	Pennsylvania		15 00, week	717	1 96	12 h			35			
3185	Cable conductor	20	M	X	Minnesota		10 00, week			12 h			35			26
3186	Cable conductor	23	M	X	Ireland	3	15 00, week	682	1 86	12 h			35	10	14	26
3187	Cable conductor	35	M	M	Pennsylvania		15 00, week	717	1 96				35			26
3188	Cable conductor	46	M	X	New York		15 00, week	642	1 76	12 h			35			56
3189	Cable conductor	27	M	X	Nevada		15 00, week	747	2 04				35	52		26
3190	Cable conductor	22	M	X	Illinois		15 00, week	652	1 78	12 h			35	10		52
3191	Cable conductor	22	M	X	Maine		15 00, week	717	1 96	12 h			40		26	32
3192	Cable conductor	31	M	X	Kansas		2 65, day			12 h			40			52
3193	Cable conductor	31	M	X	California		2 65, day	443	1 21	12 h			40	30	40	52
3194	Cable conductor	40	M	X	England	24	2 35, day	655	1 79	12 h			40	30	36	18
3195	Cable conductor	28	M	X	California		14 80, week			12 h			40	30	36	52
3196	Cable conductor	21	M	X	California		15 00, week			12 h			40	10		52
3197	Cable conductor	23	M	X	Maine		2 05, day			12 h			40	7	60	3
3198	Cable conductor	22	M	M	Illinois		2 00, day						40			60
3199	Cable conductor	25	M	X	United States		2 00, day						40			
3200	Cable conductor	22	M	X	United States		2 64, day						40			
3201	Cable conductor	22	M	X	United States		10 00, week			11 h	30 m					
3202	Cable conductor	24	M	X	Canada		1 80, day			11 h	30 m		40		12	30
3203	Cable conductor	29	M	M	Cuba	10	1 50, day			11 h	30 m		40	1	12	17
3204	Cable conductor	38	M	X	Canada	11	1 80, day			11 h	30 m		40		153	
3205	Cable conductor	24	M	X	New York		2 60, day			11 h	30 m		40			
3206	Cable conductor	21	M	X	California		1 50, day			11 h	30 m		40	5		
3207	Cable conductor	18	M	M	India	5	5 10 00, week			11 h	30 m		40		52	
3208	Cable conductor	25	M	M	Ireland	11	9 00, week			11 h	30 m		40	26		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Street Railroads—Continued.															
3176	Cable conductor.....	15	good	good	2	6 m	own	1	\$7 00	\$5 25			yes	no	\$20 00
3177	Cable conductor.....	15	good	good	3 m	3 m		1	5 00	22 50 m			yes	no	10 00
3178	Cable conductor.....	16	good	good	8	3						2	yes	no	10 00
3179	Cable conductor.....	14	good	good	2	1 m								no	
3180	Cable conductor.....	14	good	good	3	3		1	8 00			1	no	no	
3181	Cable conductor.....	17	good	good	13 m	5 m		4	16 00			2	no	no	
3182	Cable conductor.....	10	good	good	3	1		1	6 00	4 00			yes	no	10 00
3183	Cable conductor.....	13	good	good	2	2		1	6 00	4 00			yes	no	17 50, Dr.& Med.
3184	Cable conductor.....	16	good	good	8	3		1	6 00				yes	no	10 00, Dr.& Med.
3185	Cable conductor.....	15	good	good	6 m	6 m							no	no	
3186	Cable conductor.....	18	good	good	3	2		1	5 00	4 00			yes	no	10 00
3187	Cable conductor.....	14	good	good	6	3	rent	2	6 00				yes	no	10 00
3188	Cable conductor.....	21	good	good	3	3	rent	6	27 50			3	yes	no	18 00
3189	Cable conductor.....	14	good	good	2	2		1	5 00	4 00			yes	no	10 00
3190	Cable conductor.....	12	good	good	1	1		1	6 00	4 00			no	no	
3191	Cable conductor.....	20	good	fair	1	1		1	5 00	4 20			no	no	
3192	Cable conductor.....	25	good	good	4	7 m		12					no	no	
3193	Cable conductor.....	20	good	fair	2	2		1	8 00	6 00			yes	no	10 00
3194	Cable conductor.....	14	good	fair	6	21 m		1	6 00	4 00			yes	no	20 00
3195	Cable conductor.....	13	good	good	25 m	9 m			6 00	4 00			yes	no	
3196	Cable conductor.....	18	good	good	16 m	16 m			6 00	4 20			yes	no	10 00
3197	Cable conductor.....	18	poor	good	5	9 m			4 00	4 00			no	no	
3198	Cable conductor.....			good									no	no	
3199	Cable conductor.....	10	good	good	3 w	3 w		1	3 00			2	no	no	
3200	Cable conductor.....			good										no	
3201	Cable conductor.....	12	good	good	3 w	3 w		1	5 00	4 20			no	no	
3202	Cable conductor.....	20	good	good	2 w	2 w		1	5 00				no	no	
3203	Cable conductor.....	19	good	good	6 m	6 m		1	5 00	5 00			no	no	
3204	Cable conductor.....	15	good	fair	5	7 m	rent	3	10 00			3	no	no	
3205	Cable conductor.....	16	good	good	4	4		1	6 00				no	no	
3206	Cable conductor.....	16	good	good	2 m	2 m		1	5 00	5 00			no	no	
3207	Cable conductor.....	18	good	good	3 m	1 m		1	5 50	4 20			no	no	
3208	Cable conductor.....	12	good	good	4 m	4 m		1	6 00	4 20			yes	no	5 00, Dr.& Med.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age	Sex	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California		Year	Daily Average	From A. M.	To P. M.		Sick	No Work	Other Cause.	
Street Railroads—Continued.																	
3209	Cable conductor	47	M	M	New York	5	16m	\$11 00, week			11 h	30 m	40	2	30	8	
3210	Cable conductor	25	M	S	Scotland			2 00, day			11 h	30 m	40		14	52	
3211	Cable conductor	28	M	S	California			15 00, week	\$782	\$2 14	12 h		40			52	
3212	Cable conductor	38	M	S	Germany	18	9	15 00, week	782	2 14	12 h		40			52	
3213	Cable conductor	22	M	S	Ireland	9	5	15 00, week	782	2 14	12 h		40			52	
3214	Cable conductor	29	M	S	Michigan			12 00, week			12 h		40		52		
3215	Cable conductor	19	M	S	United States			2 25, day			12 h		40			52	
3216	Cable conductor	28	M	S	Ireland	8	2	2 25, day	782	2 14	12 h		40			52	
3217	Cable conductor	32	M	S	Pennsylvania			2 30, day	591	1 61	12 h			26	30	52	
3218	Cable conductor	30	M	S	Norway	4	4	15 00, week	782	2 14	12 h					52	
3219	Cable conductor	29	M	S	West Virginia			15 00, week	782	2 14	12 h		40			52	
3220	Cable conductor	25	M	S	Norway	5	5	15 00, week	782	2 14	12 h					52	
3221	Cable conductor	23	M	M	Germany	9	5	15 00, week			12 h		40		8	52	
3222	Cable conductor	21	M	S	England	10m	10m	15 00, week	797	2 18	12 h		40		20	26	
3223	Cable conductor	21	M	S	England	10m	10m	15 00, week			12 h		40		20	26	
3224	Cable conductor	34	M	M	Germany	14	12	15 00, week			12 h		40		60	150	52
3225	Cable conductor	22	M	S	Massachusetts			14 00, week	597	1 63	12 h		40			14	
3226	Cable conductor	24	M	S	California			15 00, week			12 h		40			30	
3227	Cable conductor	23	M	S	West Virginia			2 35, day			10 h	41 m	67		1	52	
3228	Cable conductor	26	M	S	Ireland	6	5	2 60, day	813	2 22	11 h	20 m	67			7	
3229	Cable conductor	30	M	S	New Hampshire			2 45, day			11 h	20 m	67			185	
3230	Cable conductor	40	M	M	Rhode Island			15 00, week	360	98	11 h	20 m	67			24	
3231	Cable conductor	25	M	S	Denmark	4	4	2 05, day	539	1 47	11 h	20 m	67		26	60	
3232	Cable conductor	26	M	S	Kentucky			2 20, day	556	1 52	11 h	20 m	67			40	
3233	Cable conductor	32	M	S	Sweden	11	6	2 45, day	668	1 88	11 h	20 m	67			26	
3234	Cable conductor	27	M	M	Sweden	3	3	2 00, day	550	1 50	11 h	20 m	67		12	60	
3235	Cable conductor	30	M	M	California			1 90, day	570	1 56	8 h	38 m	67		5	60	
3236	Cable conductor	25	M	M	California			2 20, day	750	2 05	10 h		67			24	
3237	Cable conductor	24	M	S	California			2 20, day			10 h		67			52	
3238	Cable conductor	25	M	S	Germany	9	9	2 75, day	932	2 55	12 h		67			26	
3239	Cable conductor	23	M	S	Denmark	8	2	2 35, day	782	2 14	10 h	27 m	67		6	26	
3240	Cable conductor	28	M	S	Scotland	10	6	2 50, day	615	1 68	11 h		67			60	
3241	Cable conductor	21	M	S	Kansas								40		2		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Employment	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizati'ns	
Street Railroads—Continued.															
3209	Cable conductor	27	good	good	12	2 m	own	1	\$5 00		\$4 20	1	no	no	\$10 50, Dr. & Med.
3210	Cable conductor	10	good	good	7 m	18 m		1	6 00	4 50			no	no	
3211	Cable conductor	14	good	good	18 m	5		5	20 00			3	yes	no	
3212	Cable conductor	16	good	good	5	18 m			6 00	5 00			no	no	
3213	Cable conductor	13	good	good	18 m	3 m			6 00	4 50			yes	no	18 00
3214	Cable conductor	18	good	good	2	9 m			5 00	6 00			yes	no	25 00, Dr. & Med.
3215	Cable conductor	15	good	good	9 m	1			5 00	4 20			yes	no	
3216	Cable conductor	19	good	good	2	1			6 00				yes	no	
3217	Cable conductor	15	good	good	1	1			6 00				yes	no	
3218	Cable conductor	16	good	good	3	3			6 00	4 20			yes	no	7 50, Dr. & Med.
3219	Cable conductor	18	good	good	15 m	15 m			6 00				yes	no	10 00
3220	Cable conductor	15	good	good	30 m	30 m			5 00				yes	no	12 50, Dr. & Med.
3221	Cable conductor	13	good	good	18 m	18 m	rent	3	12 00			3	no	no	7 00, Dr. & Med.
3222	Cable conductor	20	good	good	10 m	10 m		1	1 00				no	no	
3223	Cable conductor	20			10 m	10 m							no	no	
3224	Cable conductor	13	good	good	7	1	rent	3	12 00	4 00		3	yes	no	
3225	Cable conductor	18 m	good	good	18 m	18 m		1	5 00	4 00			yes	no	10 00
3226	Cable conductor	19	good	good	45 d	45 d			6 00				no	no	10 00
3227	Cable conductor	23	good	good	7 m	7 m			5 00	5 00			no	no	
3228	Cable conductor	22	good	good	5	4		1	5 00	3 50			yes	no	
3229	Cable conductor	18	good	fair	5	5		1	5 00	4 20			no	no	
3230	Cable conductor	36	good	good	3	3	own	1	5 00	4 00		1	no	no	10 00
3231	Cable conductor	21	good	good	2	15 m		1	6 00				yes	no	7 50, Dr. & Med.
3232	Cable conductor	12	good	good	2	2		4	13 00			2	yes	no	
3233	Cable conductor	13	good	good	4	4	rent		5 00	5 00			no	no	
3234	Cable conductor	13	good	good	15 m	15 m			5 00				yes	no	
3235	Cable conductor	17	good	good	1	1	rent	5	12 50			4	no	no	7 50, Dr. & Med.
3236	Cable conductor	15	good	good	5	5	rent	5	20 00			1	yes	no	
3237	Cable conductor	12	good	good	2	2			5 00	5 00			no	no	
3238	Cable conductor	14	good	good	2	2			6 00	4 50			yes	no	
2339	Cable conductor	15	good	good	2	2			6 00	4 50			yes	no	7 50, Dr. & Med.
3240	Cable conductor	13	good	fair	6	6			5 00	4 50			yes	no	8 00
3241	Cable conductor	14	good	good	2 m	2 m			5 00	5 00			no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
						U. S.	California . .		Year	Daily Aver- age	From A. M. . .	To P. M.		Sick	No Work	Other Cause.	
Street Railroads—Continued.																	
3242	Cable conductor.	29	M	S	Ireland	7	3	\$2 50, day	\$688	\$1 88			40			42	
3243	Cable conductor.	31	M	S	Ireland	9	9	2 50, day	667	1 82			45			36	
3244	Cable conductor.	37	M	M	England	37	28	2 50, day	717	1 96			40			3	
3245	Cable conductor.	26	M	S	Sweden	10	10	65 00, mo					40			36	
3246	Cable conductor.	29	M	S	Pennsylvania			15 00, week	675	1 84			40	7		36	
3247	Gripman	34	M	S	Ireland	6	4	15 00, week	667	1 83			40	10		36	
3248	Gripman	38	M	S	Germany	24	24	15 00, week	691	1 89			40			36	
3249	Gripman	40	M	S	Germany			15 00, week					38			50	
3250	Gripman	31	M	S	Ireland	10	10	15 00, week					40		5	36	
3251	Gripman	37	M	S	England	18	7	15 00, week					40		30	20	
3252	Gripman	22	M	S	Ireland	3	3	2 05, day	617	1 69			40			9	
3253	Gripman	29	M	S	Nevada			15 00, week	760	2 08			40			12	
3254	Gripman	25	M	S	Ohio			15 00, week				12 h	35	24		26	
3255	Gripman	24	M	S	Ohio			15 00, week	685	1 82		12 h	35	25		26	
3256	Gripman	28	M	S	Kentucky			15 00, week	717	1 96		12 h	35			12	
3257	Gripman	36	M	S	Pennsylvania			15 00, week	752	2 06		12 h	35	52		26	
3258	Gripman	37	M	S	New York			15 00, week				12 h	35			26	
3259	Gripman	38	M	M	Massachusetts			16 10, week	763	2 09		12 h	40	153		60	
3260	Gripman	34	M	S	New York			14 10, week	381	1 04		12 h	40	78		60	
3261	Gripman	34	M	M	"The Plains"			15 80, week	485	1 33		12 h	40	30		42	
3262	Gripman	34	M	M	United States.			15 00, week				12 h	40	30			
3263	Gripman	23	M	S	Tennessee			2 65, day	760	2 08		12 h	40	30			
3264	Gripman	22	M	S	Ocean	2	3m	15 00, week				12 h	40		52		
3265	Gripman	28	M	S	Massachusetts			15 00, week				12 h	35		286		
3266	Gripman	26	M	S	England			15 00, week	782	2 14		12 h	35				
3267	Gripman	47	M	M	England	28	15	2 25, day				12 h	35				
3268	Gripman	28	M	M	Georgia			15 00, week				12 h	35				
3269	Gripman	35	M	M	England	15	14	15 00, week				12 h	35				
3270	Gripman	38	M	M	England	8	5	1 95, day				12 h	35				
3271	Gripman	25	M	S	Ireland	20	6	15 00, week				12 h	35				
3272	Gripman	32	M	M	Germany	5	5	15 00, week	782	2 14		12 h	35	36		25	
3273	Gripman	32	M	M	Germany	5	5	15 00, week	730	2 00		12 h	35	36		25	
3274	Gripman	28	M	M	Pennsylvania			15 00, week	782	2 14		12 h	35				

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
			Then.....	Now	Present Employment.	Present Employer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Organizat'ns.	
Street Railroads—Continued.															
3242	Cable conductor.....	16	good	good	3	5 m	-----	-----	\$4 00	-----	-----	-----	no	no	\$17 00
3243	Cable conductor.....	15	good	good	8	4	rent	4	5 00	\$4 50	-----	4	yes	no	
3244	Cable conductor.....	15	good	good	20	2	-----	-----	15 00	-----	-----	-----	no	no	
3245	Cable conductor.....	19	good	good	7 m	7 m	-----	-----	6 00	4 20	-----	-----	yes	no	
3246	Cable conductor.....	16	good	good	6	4	-----	-----	6 00	4 20	-----	-----	no	no	10 00
3247	Gripman.....	16	good	good	4	4	-----	-----	6 00	-----	-----	-----	no	no	
3248	Gripman.....	14	good	good	10	4	own	1	-----	-----	-----	4	no	no	
3249	Gripman.....	16	good	good	16	16	-----	-----	5 00	5 25	-----	-----	yes	no	
3250	Gripman.....	16	good	good	5	2 m	-----	-----	6 00	5 25	-----	-----	no	no	17 00, Dr. & Med.
3251	Gripman.....	16	good	fair	14	21 m	-----	-----	-----	-----	-----	-----	yes	no	
3252	Gripman.....	18	good	fair	10 m	-----	-----	-----	-----	-----	-----	-----	no	no	
3253	Gripman.....	17	good	good	6	20 m	-----	-----	6 00	5 60	\$22 00m	-----	no	no	
3254	Gripman.....	21	good	good	2	-----	-----	-----	5 00	4 20	-----	-----	yes	no	7 00
3255	Gripman.....	19	good	poor	4	30 m	-----	-----	5 00	4 20	-----	-----	no	no	
3256	Gripman.....	14	good	poor	5	3	-----	-----	8 00	5 50	-----	-----	no	no	
3257	Gripman.....	22	good	good	4	18 m	-----	-----	-----	-----	-----	-----	no	no	
3258	Gripman.....	15	good	good	13	3 m	-----	-----	5 00	5 00	-----	-----	no	no	7 50, Dr. & Med.
3259	Gripman.....	-----	good	good	7	3	rent	4	18 00	-----	-----	1	no	no	
3260	Gripman.....	6	good	good	3	3	-----	-----	8 00	4 00	-----	-----	no	no	
3261	Gripman.....	19	good	good	18	8	rent	6	30 00	-----	-----	4	no	no	
3262	Gripman.....	10	good	good	4	4 m	-----	6	30 00	-----	-----	2	no	no	6 00
3263	Gripman.....	18	fair	better	3	2	-----	-----	8 00	4 00	-----	-----	no	no	
3264	Gripman.....	15	good	good	3 m	3 m	-----	-----	6 00	4 00	-----	-----	no	no	
3265	Gripman.....	16	good	good	5 w	5 w	-----	-----	8 00	4 00	-----	-----	no	no	
3266	Gripman.....	21	good	good	3	3	-----	1	10 00	4 00	-----	2	no	no	7 50, Dr. & Med.
3267	Gripman.....	14	good	good	2	-----	rent	6	16 00	-----	-----	4	yes	no	
3268	Gripman.....	10	good	good	12	18 m	rent	6	25 00	-----	-----	1	yes	no	
3269	Gripman.....	10	good	good	3	3 m	rent	6	20 00	-----	-----	4	no	no	
3270	Gripman.....	14	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	no	no	8 00
3271	Gripman.....	13	good	good	6	3	-----	1	5 00	4 00	-----	3	no	no	
3272	Gripman.....	18	good	good	2	2	rent	5	20 00	-----	-----	-----	yes	no	
3273	Gripman.....	18	good	good	2	2	rent	5	20 00	-----	-----	-----	yes	no	
3274	Gripman.....	16	good	good	5	3	rent	5	20 00	-----	-----	1	yes	no	7 50, Dr. & Med.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.
3275	Gripman	34	M	M	Sweden	21	9	\$15 00, week			12 h		35	7		26
3276	Gripman	27	M	M	Ireland	1	1	10 00, week			12 h		35	7	91	52
3277	Gripman	23	M	M	England	10	8	11 00, week	\$692	\$1 89	12 h		35	40		6
3278	Gripman	27	M	M	Nevada			15 00, week			12 h		35	12	104	
3279	Gripman	20	M	M	Austria	8	8	12 00, week			12 h		35			
<i>Horse Car Roads.</i>																
3280	Driver	31	M	M	California			2 00, day	578	1 58	11 h		20			24
3281	Conductor	39	M	M	Ireland	21	3	2 00, day	512	1 40	11 h		20	32		25
3282	Driver	31	M	M	Ireland	8	6	2 00, day	612	1 67	11 h		20	7		
3283	Conductor	30	M	M	California			2 00, day	584	1 60	11 h		20	21		
3284	Driver	26	M	M	Ireland	10	5	2 00, day	456	1 24	11 h		20	30		35
3285	Driver	53	M	M	Ireland	23	16	2 00, day	606	1 66						10
3286	Driver	32	M	M	Canada	5	5	2 00, day	616	1 69	11 h		20	20		5
3287	Driver	40	M	M	Louisiana			2 00, day	530	1 45	11 h		20	24		24
3288	Driver	39	M	M	England	30	16	2 00, day	470	1 28	11 h		20			78
3289	Conductor		M	M	Maryland			2 00, day	306	84	11 h		20	153		
3290	Driver	29	M	M	Ireland	13	10	2 00, day	562	1 53	11 h		20	30		2
3291	Conductor	30	M	M	United States			2 00, day	530	1 45	11 h		20			48
3292	Conductor	49	M	M	Ireland	20	20	2 00, day	506	1 38	11 h		20	60		
3293	Conductor	22	M	M	California			2 00, day	570	1 56	11 h		20	14		14
3294	Conductor	20	M	M	California			2 00, day	234	64	11 h		20	6	39	
3295	Conductor	32	M	M	Ireland	6	6	2 00, day	574	1 57	11 h		20			26
3296	Driver	33	M	M	Ireland	16	12	2 00, day	578	1 58	11 h		20			24
3297	Driver	58	M	M	Germany	39	39	2 00, day	546	1 49	11 h		20			40
3298	Driver		M	M	Minnesota								20			
3299	Car repairer	30	M	M	Indiana			2 50, day	772	2 11	7	5:30	30	4		
3300	Car repairer	52	M	M	New York			70 00, mo			10 h		60			
3301	Car washer	37	M	M	England	4	4	60 00, mo	720	1 97	10 h		40			
3302	Car washer	44	M	M	Ireland	9	4	40 00, mo			12 h		40		36	26
3303	Car starter	29	M	M	Ireland			2 50, day	782	2 14	12 h		35			

No.	Occupation.	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Em- ployment.	Present Em- ployer.....			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
<i>Street Railroads—Continued.</i>														
3275	Cripman	good	good	8	8 m			\$5 00	\$4 20			no	no	\$7 30, Dr. & Med. 7 00
3276	Cripman	good	good	4	6 m			5 00	4 50			yes	no	
3277	Cripman	good	good	4	2 m			5 00	15 m			yes	no	
3278	Cripman	poor	fair	2	4 m			5 00	4 00		2		no	
3279	Cripman	good	good	4	4 m			5 00						
<i>Horse Car Roads—Continued.</i>														
3280	Driver	good	fair	7	7	rent	4	10 00			4	yes	no	7 50, Dr. & Med. 7 50, Dr. & Med. 7 50, Dr. & Med.
3281	Conductor	good	good	15	3		1	5 00				yes	no	
3282	Driver	good	good	7	5		1	5 00	15 m			yes	no	
3283	Conductor	good	good	1	1		1	5 00				no	no	
3284	Driver	good	good	7	18 m		1	5 00	3 50		1	no	no	7 50, Dr. & Med. 7 00 7 50, Dr. & Med.
3285	Driver	good	good	4	4	rent	4	10 00				no	no	
3286	Driver	good	good	5	5		1	5 00				no	no	
3287	Driver	good	good	22 m	22 m		1			\$26 00		no	no	
3288	Driver	good	good	6	6		1	6 00				yes	no	7 50, Dr. & Med. 7 00 7 50, Dr. & Med.
3289	Conductor	good	poor	8	8		1	5 00				no	no	
3290	Driver	fair	good	11	10		1	5 00	5 00			yes	no	
3291	Conductor	good	good	7	4		1	6 00	4 00			yes	no	
3292	Conductor	good	good	20	11	rent	9	25 00			1	no	no	7 50, Dr. & Med. 7 50, Dr. & Med. 7 50, Dr. & Med.
3293	Conductor	good	good	5	5	rent	7	25 00			3	no	no	
3294	Conductor	good	good	3	3							no	no	
3295	Conductor	good	good	5	5		1			22 50		yes	no	
3296	Driver	good	good	7	7		1	5 00	4 20		1	yes	no	7 50, Dr. & Med. 5 00 3 00 10 00
3297	Driver	good	good	16	16	own						yes	no	
3298	Driver													
3299	Car repairer	fair	fair	3	3	rent	4	12 00			3	yes	no	
3300	Car repairer	good	good	5	3									10 00
3301	Car washer	good	good	1	1	rent	4	12 00			6	no	no	
3302	Car washer	good	good	6	w	rent	3	10 00				no	no	
3303	Car starter	good	good	25	3	rent	5	14 00			2	yes	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Coast Sailors—Continued.														
3304	Sailor	11	good	21			1			\$5 00		yes	yes	\$75 00, funerals.
3305	Sailor	17	good	13						5 00		yes	yes	
3306	Sailor	14	good	38						5 00		yes	yes	
3307	Sailor	14	good	7						5 00		yes	yes	
3308	Sailor	15	good	18						5 00		yes	yes	
3309	Sailor	13	good	13						5 00		yes	yes	
3310	Sailor	17	good	18						5 00	1	yes	yes	
3311	Sailor	14	good	15						5 00		yes	yes	
3312	Sailor	9	good	8						5 00	1	yes	yes	
3313	Sailor	16	good	2						5 00		yes	yes	
3314	Sailor	18	good	26						5 00		yes	yes	
3315	Sailor	14	good	12								yes	yes	7 50, Dr.& Med.
3316	Sailor	14	good	14						5 00		yes	yes	
3317	Sailor	11	good	21						5 00		yes	yes	
3318	Sailor	11	good	7						5 00		yes	yes	
3319	Sailor	16	good	16						5 00		yes	yes	
3320	Sailor	10	good	18						5 00	1	yes	yes	
3321	Sailor	14	good	15						5 00		yes	yes	
3322	Sailor	13	good	15						5 00		yes	yes	
3323	Sailor	14	good	8						5 00		yes	yes	
3324	Sailor	13	good	13						5 00	2	yes	yes	
3325	Sailor	9	good	13						5 00		yes	yes	
3326	Sailor	16	good	15						5 00		yes	yes	
3327	Sailor	15	good	6						5 00		yes	yes	
3328	Sailor	15	good	12			3	rent	\$12 00		1	yes	yes	
3329	Sailor	14	good	18						5 00	1	yes	yes	
3330	Sailor	16	good	7						5 00		yes	yes	
3331	Sailor	16	good	33						5 00		yes	yes	
3332	Sailor	14	good	22						5 00		yes	yes	
3333	Sailor	16	good	18						5 00		yes	yes	
3334	Sailor	11	good	11						5 00		yes	yes	
3335	Sailor	17	good	21						5 00		yes	yes	
3336	Sailor											yes	yes	

* On shore.

* On shore.

7 50, Dr. & Med.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported...	Member of		Weekly Benefits.
			Then.....	Now	Present Employment.	Present Employer			Rent.....	Board.....	Board and Lodging...		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Coast Sailors—Continued.															
3337	Sailor	15	good	good	23						\$5 00		yes	yes	
3338	Sailor	16	good	good	27						5 00		yes	yes	
3339	Sailor	14	good	good	28						5 00		yes	yes	
3340	Sailor	16	good	good	22						5 00		yes	yes	
3341	Sailor	10	good	good	15						5 00		yes	yes	
3342	Sailor	13	good	good	14						5 00		yes	yes	
3343	Sailor	14	good	good	11						5 00		yes	yes	
3344	Sailor	13	good	poor	12						5 00		yes	yes	
3345	Sailor	18	good	good	19						5 00	1	yes	yes	
3346	Sailor	14			7						5 00	1	yes	yes	
3347	Sailor	14	good	good	13						4 50	1	yes	yes	
3348	Sailor	14	good	good							4 50		yes	yes	
3349	Sailor	13	good	good	26						5 00		yes	yes	
3350	Sailor	14	good	good	24						5 00		yes	yes	
3351	Sailor	14	good	good	24						5 00		yes	yes	
3352	Sailor	11	good	good	10						5 00		yes	yes	
3353	Sailor	16	good	good	11						5 00		yes	yes	
3354	Sailor	16	good	good	15						5 00		yes	yes	
3355	Sailor	15	good	good	14						5 00		yes	yes	
3356	Sailor	14	good	poor	25						5 00		yes	yes	
3357	Sailor	11	good	good	27						5 00		yes	yes	
3358	Sailor	16	good	good	26		rent	3	\$10 00		5 00	3	yes	yes	\$7 50, Dr. & Med.
3359	Sailor	14	good	good	14						5 00	1	yes	yes	
3360	Sailor	16	good	good	20	5 m	rent	1	10 00		5 00	1	yes	yes	
3361	Sailor	16	good	good	17						5 00		yes	yes	
3362	Sailor	15	good	good	17						5 00		yes	yes	
3363	Sailor	14	good	good	14						5 50		yes	yes	
3364	Sailor	14	good	good	14						5 00		yes	yes	
3365	Sailor	11	good	good	7						5 00		yes	yes	
3366	Sailor	13	good	poor							5 00		yes	yes	
3367	Sailor	11	good	good	15						5 00		yes	yes	
3368	Sailor	14	good	good	12						5 00		yes	yes	
3369	Sailor	14	good	good	8						5 00		yes	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Health.		Age began Work.	Years Engaged		Own or Rent Home	Number of Rooms	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
		Then.....	Now		Present Em- ployment	Present Em- ployer....			Rent.....	Board....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
<i>Coast Sailors—Continued.</i>															
3370	Sailor	12	good	12									yes	yes	
3371	Sailor	14	good	22									yes	yes	
3372	Sailor	14	good	20									yes	yes	
3373	Sailor	13	good	15									yes	yes	
3374	Sailor	15	good	13									yes	yes	
3375	Sailor	15	good	11									yes	yes	
3376	Sailor	15	good	9									yes	yes	
3377	Sailor	15	good	10									yes	yes	
3378	Sailor	14	good	15									yes	yes	
3379	Sailor	15	good	15									yes	yes	
3380	Sailor	15	good	15									yes	yes	
3381	Sailor	11	good	24									yes	yes	
3382	Sailor	9	good	16									yes	yes	
3383	Sailor	13	good	13									yes	yes	
3384	Sailor	14	good	11									yes	yes	
3385	Sailor	18	good	12			rent	4	\$16 00			1	yes	yes	
3386	Sailor	18	good	25						5 00			yes	yes	
3387	Sailor	14	good	38						3 00			yes	yes	
3388	Sailor	14	good	10						5 00			yes	yes	
3389	Sailor	14	good	12						5 00			yes	yes	
3390	Sailor	17	good	5						5 00			yes	yes	
3391	Sailor	11	good							5 00			yes	yes	
3392	Sailor	17	good	22						4 00			yes	yes	
3393	Sailor	16	good	9						5 00			yes	yes	
3394	Sailor	16	good	8						5 00			yes	yes	
3395	Sailor	14	good	12					2 00	4 00			yes	yes	
3396	Sailor	12	good	10						5 00			yes	yes	
3397	Sailor	16	good	17						5 00			yes	yes	
3398	Sailor	14	good	14						5 00			yes	yes	
3399	Sailor	15	good	15						5 00			yes	yes	
3400	Sailor	15	good	16						5 00			yes	yes	
3401	Sailor	14	good	12						5 00			yes	yes	
3402	Sailor	13	good fair	10						5 00			yes	yes	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nationality.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.			Number Days Lost.		
						U. S.	California.		Year.	Daily Average.	From A. M.	To P. M.				Sick.	No Work.	Other Cause.
3403	<i>Coast Sailors—Continued.</i>																	
3404	Sailor	27	M	S	Germany	12	12	\$4 00, mo								52	90	
3405	Sailor	27	M	S	Wisconsin			40 00, mo									150	
3406	Sailor	35	M	S	Sweden	10	5	40 00, mo									182	
3407	Sailor	35	M	S	Sweden	10	5	40 00, mo								52	90	
3408	Sailor	22	M	S	Germany	5	3	40 00, mo								60	90	
3409	Sailor	26	M	S	Germany	10	6	40 00, mo								90	60	
3410	Sailor	31	M	S	Sweden	2	2	40 00, mo								270		
3411	Sailor	33	M	S	England	12	12	40 00, mo										
		22	M	S	Sweden	5	1	40 00, mo									182	
3412	<i>Flour Mills.</i>																	
3413	Head miller	40	M	M	New Hampshire			175 00, mo	\$2,100	\$5 75	8	4:30						
3414	Foreman	42	M	M	Scotland			25 00, week	1,275	3 50								
3415	Engineer	32	M	M	California			25 00, week	1,275	3 50	7	6	60					
3416	Second miller	42	M	S	New York			4 00, day	1,377	3 77	12	12	60					
3417	Miller	39	M	M	Bavaria			4 00, day	1,224	3 35	12	12	60					
3418	Miller	45	M	M	England	25	19	4 00, day	1,224	3 35	12	12	90					
3419	Foreman, delivery	47	M	M	Maine			3 00, day	894	2 45	7	5	60			4		
3420	Millhand	52	M	M	Maine			3 00, day	804	2 20	12	12				12	26	
3421	Millhand	45	M	M	Ireland	25	24	3 00, day	918	2 51	12	12	60					
3422	Millhand	48	M	M	New York			15 00, week	765	2 09	12	12	60					
3423	Millhand	55	M	S	New York			15 00, week	765	2 09	7	5	60					
3424	Millhand	46	M	M	Ohio			15 00, week	742	2 03	7	5	30			9		
3425	Millhand	27	M	M	California			15 00, week	750	2 05	7	5	30			6		
3426	Millhand	22	M	M	California			15 00, week	735	2 01	7	5	30			6		
3427	Millhand	57	M	S	Scotland	44	23	15 00, week	765	2 09	7	5	30					
3428	Millhand	50	M	S	Ireland	41	24	15 00, week	737	2 01	7	5	30			8		
3429	Millhand	28	M	S	Ireland	10	10	15 00, week	765	2 09	7	5	30					
3430	Millhand	33	M	S	Sweden	13	11	15 00, week	700	1 91	7	5	30			26		
3431	Oil	35	M	M	Ohio			15 00, week	765	2 09	7	5	30					
3432	Oil	54	M	M	England	47	39	18 00, week	768	2 10	12	12	60			10	40	
3433	Oil	27	M	S	New York			15 00, week	765	2 09	12	12	60					
3434	Teamster	30	M	S	Tennessee			15 00, week	765	2 09	7	5	60					
3435		47	M	M	Indiana			18 00, week	918	2 51	6	6	60					

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—(Continued.)

No.	Occupation.	Age began Work...	Health.		Years Engaged.	Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now				Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Coast Sailors—(Continued.)														
3403	Sailor	13	good	good	12					\$5 00		yes	yes	
3404	Sailor	15	good	good	12					5 00		yes	yes	
3405	Sailor	16	good	good	18					5 00		yes	yes	
3406	Sailor	13	good	good	9					5 00				
3407	Sailor	14	good	good	11					5 00				
3408	Sailor	15	good	good	17					5 00				
3409	Sailor	15	good	good	18					5 00				
3410	Sailor	15	good	good	7									
3411	Sailor	15	good	good										
Flour Mills—(Continued.)														
3412	Head miller	20	good	good	18	own	4	\$10 00			6	no	no	\$14 50
3413	Foreman	14	good	good	28	rent	8	40 00			2	yes	no	18 00
3414	Engineer	18	good	good	15	rent	1			25, m	1	yes	no	10 00, Dr.
3415	Second miller	17	good	good	10	own					1	no	no	
3416	Miller	14	good	fair	30	own					3	yes	no	7 50, Dr. & Med.
3417	Miller	15	good	good	30	own					3	no	no	
3418	Foreman, delivery	8	good	fair	9	rent	8	30 00			5	yes	no	12 00
3419	Millhand	20	good	good	24	rent	5	15 00			3	yes	no	10 00
3420	Millhand	10	good	good	7	rent	6	18 00			4	yes	no	
3421	Millhand	12	good	good	13	rent	4	10 00			4	no	no	
3422	Millhand	13	good	good	14					7 50		no	no	
3423	Millhand	15	good	good	7	own					2	yes	no	7 50, Dr. & Med.
3424	Millhand	13	good	good	8	rent		5 00			4	yes	no	7 50, Dr. & Med.
3425	Millhand	16	good	good	2					10, wk	3	yes	no	10 00, Dr. & Med.
3426	Millhand	8	good	good	2	rent	5	14 00			7	yes	no	6 00
3427	Millhand	13	good	good	17		1	6 00	3 50		1	no	no	
3428	Millhand	12	good	good	2					25 00		no	no	
3429	Millhand	11	good	good	8 m	rent	4	9 00			4	no	no	
3430	Millhand	20	good	good	10	own					3	yes	no	10 00
3431	Oilier	16	good	fair	30	rent	5	15 00			4	yes	no	10 00
3432	Oilier	11	good	good	9						1	no	no	
3433	Oilier	12	good	good	2	10 m	1	10 00	25, m		2	yes	no	10 00
3434	Teamster	16	good	good	31	rent	5	18 00				no	no	

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.			
					U. S.	California.		Year.	Daily Aver- age.	From A. M.	To P. M.		Sick.	No Work.	Other Cause.	
Miscellaneous.																
3435	Laborer	35 M	X	Massachusetts			\$1 25, day*				7	5:30	30	10	38	
3436	Laborer	25 M	X	Louisiana			1 25, day				7	5:30	30	22	22	
3437	Laborer	21 M	X	Germany	3	3	1 25, day				7	5:30	30	20	63	
3438	Laborer	20 M	X	United States			1 25, day				7	5:30	30			
3439	Laborer	25 M	X	France			1 25, day				7	5:30	30			
3440	Laborer	34 M	X	New York			1 25, day				7	5:30	30		30	
3441	Laborer	36 M	X	Ireland	13	8	1 25, day				7	5:30	30	17	28	
3442	Laborer	28 M	X	Holland	5	1	1 25, day				7	5:30	30		54	
3443	Laborer	31 M	X	Denmark	8	4	1 25, day				7	5:30	30		78	
3444	Laborer	38 M	X	Denmark	14	8	1 25, day				7	5:30	30		45	
3445	Laborer	45 M	X	Scotland	18	9	1 25, day				7	5:30	30		100	
3446	Laborer	25 M	X	Ireland	6	4	1 25, day				7	5:30	30		16	
3447	Laborer	38 M	M	Denmark	21	18	2 00, day				7	5:30	60		153	
3448	Laborer	51 M	M	Ireland	25		1 25, day				7	5:30	30			
3449	Laborer	22 M	X	Ireland	4	4	1 25, day				7	5:30	30			
3450	Laborer	44 M	X	Pennsylvania			1 25, day				7	5:30	30			
3451	Laborer	41 M	X	Ireland	10	5	1 25, day				7	5:30	30			
3452	Laborer	48 M	X	Pennsylvania			1 25, day				7	5:30	30			
3453	Laborer	32 M	X	Ireland	11		1 25, day				7	5:30	30		48	
3454	Laborer	25 M	X	Ireland	4	3	1 25, day				7	5:30	30			
3455	Laborer	27 M	X	Italy	8		1 25, day				7	5:30	30			
3456	Laborer	47 M	X	Belgium	11		1 25, day				7	5:30	30		64	
3457	Laborer	29 M	X	Germany	8		1 25, day				7	5:30	30	20	33	
3458	Laborer	34 M	X	Scotland	12		1 25, day				7	5:30	30		74	
3459	Laborer	27 M	X	Germany	6		1 25, day				7	5:30	30		60	
3460	Laborer	34 M	X	Ireland	22	17	1 25, day				7	5:30	30		45	
3461	Laborer	21 M	X	Ireland	16		1 75, day				7	6:30	30		153	
3462	Laborer	46 M	X	Ireland	37	12	1 75, day				7	6:30	30		104	
3463	Laborer	32 M	X	Ireland	10	4	1 75, day				7	6:30	30		130	
3464	Laborer	42 M	X	Ireland	17	15	1 75, day				7	6:30	30		78	
3465	Laborer	45 M	X	Ireland	3	3	1 75, day				7	5:30	60	12	153	

*Including board and lodging.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work	Health.		Years Engaged		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported.	Member of		Weekly Benefits.	
			Then	Now	Present Em- ployment.	Present Em- ployer			Rent	Board	Board and Lodging		Beneficial Associat'ns	Labor Or- ganizat'ns.		
Miscellaneous—Continued.																
3435	Laborer	17	good	good									yes		\$6 00	
3436	Laborer												yes			
3437	Laborer	15	good	good		4 m							yes		8 00	
3438	Laborer	15	good	good									yes		5 00	
3439	Laborer	14	good	good									yes		8 00	
3440	Laborer															
3441	Laborer	16	good	good									yes			
3442	Laborer	14	good	good									yes		7 00	
3443	Laborer	16	good	good												
3444	Laborer	13	good	good												
3445	Laborer	16	good	good									yes		7 00	
3446	Laborer	17	good	good			rent	2	\$8 00			3	yes		7 00	
3447	Laborer	17	good	good			rent	6	15 00			4	no	no	10 00	
3448	Laborer															
3449	Laborer	14	good	good									no	no		
3450	Laborer	15	good	good									no	no		
3451	Laborer	14	good	good										yes		
3452	Laborer	17	good	good										yes		
3453	Laborer	17	good	good		2							yes	yes	7 00	
3454	Laborer	15	good	good		18 m							yes	yes	8 00	
3455	Laborer	17	good	good		1							yes			
3456	Laborer	14	good	good		5 w										
3457	Laborer	16	good	good		5 m										
3458	Laborer															
3459	Laborer	16	good	good									yes		6 00	
3460	Laborer	17	good	good		6 m							yes		8 00	
3461	Laborer	18	good	good		28		1	5 00	\$3 15			no	no		
3462	Laborer	13	good	good		33			5 00	4 00			no	no		
3463	Laborer	14	good	good		15							no	no		
3464	Laborer	18	good	poor		3 d							no	no		
3465	Laborer	15	good	good		15		1	5 00	3 50			no	no		
3466	Laborer	16	good	good		15		1	4 00	4 00			no	no		

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age.	Sex.	Married or Single.	Nativity.	Years in		Wages.	Earnings.		Working Hours.		Minutes for Lunch.	Number Days Lost.		
						U. S.	California ..		Year	Daily Aver- age	From A. M. ...	To P. M.		Sick	No Work	Other Cause.
<i>Miscellaneous—Continued.</i>																
3466	Laborer	42	M	S	Germany	21	15	\$1 75, day	.....	.....	7	5	60	78	78	.....
3467	Bricklayer	38	M	M	Ireland	8	2	3 00, day	.....	.....	8	5	60	42	12	.....
3468	Laborer	24	M	S	California			1 75, day	.....	.....	7	6	60		234	.....
3469	Laborer	49	M	M	Ireland	26	24	2 00, day	.....	.....	7	5:30	60		78	.....
3470	Laborer	23	M	M	California			2 00, day	.....	.....	7	5:30	60			.....
3471	Laborer	22	M	S	California			2 00, day	.....	.....	7	5:30	60			.....
3472	Mason	50	M	M	Ireland	18	18	3 00, day	.....	.....	7:30	5:30	60			.....
3473	Mason	60	M	M	Ireland	37	25	3 00, day	.....	.....	7:30	5:30	60		117	.....
3474	Mason	64	M	M	Ireland	43	40	3 00, day	.....	.....	7:30	5:30	60		8	.....
3475	Mason	50	M	M	Ireland	25	5	3 00, day	.....	.....	7:30	5:30	60		234	.....
3476	Mason	52	M	M	Scotland	40	23	3 00, day	.....	.....	7:30	5:30	60		18	208
3477	Laborer	21	M	S	United States			2 00, day	.....	.....	7	5	60		30	130
3478	'Longshoreman	34	M	M	New York			5 50, day	.....	.....	6	5	60		153	.....
3479	'Longshoreman	46	M	M	Ireland	32	18	5 50, day	.....	.....	7	5	60		153	.....
3480	'Longshoreman	45	M	M	Ireland	27	17	5 50, day	.....	.....	7	5	60		153	.....
3481	Stevodore engineer	45	M	M	Denmark	28	28	5 50, day	.....	.....	7	6	60		153	.....
3482	Stevodore engineer	30	M	M	California .....				.....	.....	7	6	60	26	234	.....
3483	Teamster	31	M	S	England	3		1 25, day*	.....	.....	7	5:30	30	16		.....
3484	Teamster	25	M	S	Texas			1 25, day	.....	.....	7	5:30	30	16		.....
3485	Teamster	28	M	S	New York			1 25, day	.....	.....	7	5:30	30		45	.....
3486	Teamster	25	M	S	Nevada			1 25, day	.....	.....	7	5:30	30			.....
3487	Teamster	37	M	S	Ohio			1 25, day	.....	.....	7	5:30	30	12		.....
3488	Teamster	29	M	S	Sweden	8		1 25, day	.....	.....	7	5:30	30		37	.....
3489	Teamster	25	M	S	Illinois			1 25, day	.....	.....	7	5:30	30			.....
3490	Teamster	22	M	S	California			1 25, day	.....	.....	7	5:30	30			.....
3491	Teamster	38	M	S	Massachusetts			1 25, day	.....	.....	7	5:30	30		55	.....
3492	Teamster	36	M	S	California			1 25, day	.....	.....	7	5:30	30			.....
3493	Teamster	24	M	S	Tennessee			1 25, day	.....	.....	7	5:30	30			.....

Employs in above occupations change employers very often, working wherever there is work to be done, and it is not possible to ascertain annual earnings, owing to the uncertainty in column "no work."

The lot of the common laborer is a hard one, with long hours, hard work, and small annual earnings.

RATES OF WAGES, YEARLY EARNINGS, HOURS OF LABOR, ETC.—Continued.

No.	Occupation.	Age began Work...	Health.		Years Engaged.		Own or Rent Home	Number of Rooms.	Amount Paid for			Others Supported..	Member of		Weekly Benefits.
			Then.....	Now	Present Em- ployment.	Present Em- ployer			Rent.....	Board.....	Board and Lodging..		Beneficial Associat'ns	Labor Or- ganizat'ns.	
Miscellaneous—Continued.															
3465	Laborer	14	good	good	10	3 m	rent	1	\$14 00		\$4 50	1	no	no	\$17 50, Dr. & Med.
3466	Bricklayer	14	good	good	15	2	rent	5	4 00	\$3 00			yes	yes	
3467	Laborer	16	good	good	8			1	7 00			1	no	no	
3468	Laborer	14	good	good	35		rent	3				2	no	no	7 00, Dr. & Med.
3469	Laborer	17	good	good	27	2 w	own					2	yes	no	
3470	Laborer	16	good	good									no	no	
3471	Laborer		good	poor											
3472	Mason														
3473	Mason	15	good	good	40		own					3	no	yes	7 50, Dr. & Med.
3474	Mason	16	good	good	46		rent	4	12 00			2	no	yes	
3475	Mason	16	good	good	23		rent	4	9 00			1	no	no	
3476	Mason	11	good	good	21		rent	3	10 00			1	no	yes	10 00
3477	Laborer	15	good	fair	6			1	6 00	4 50			no	no	
3478	Longshoreman	10	good	good	5		rent	3	12 00			5	yes	yes	
3479	Longshoreman	15	good	good	12		rent	6	18 00			3	yes	yes	10 00
3480	Longshoreman	12	good	good	18		own					3	no	yes	
3481	Stevordore engineer	17	good	good	27		rent	4	14 00			4	yes	yes	
3482	Stevordore engineer	14	good	fair	14		rent	3	15 00			3	yes	yes	28 00
3483	Teamster	13													
3484	Teamster														
3485	Teamster	18													
3486	Teamster	18													
3487	Teamster	17	good	good									yes		6 00
3488	Teamster	14	good	good		4 m									
3489	Teamster	18	good	good		8 m							yes			10 00
3490	Teamster	17	good	good		1									
3491	Teamster	14	good	good		2 m									9 00
3492	Teamster	16	good	good		2									
3493	Teamster	15	good	good									yes		

* Including board and lodging.

WOMEN'S ORGANIZATIONS.

The accompanying tables show a total of 107 female organizations in this State, with a membership of 39,319. This does not include the various church societies, neither does it show any of the missionary work carried on by women. Fraternal societies are also excluded, and so are organizations composed of men and women indiscriminately. Of the total number 30 did not state amount expended annually, leaving 77 societies whose total disbursements per year are \$574,618 46, all of which is for beneficiary purposes. The first society was organized in 1851, after which the dates scatter until 1880. Since then organization has been frequent, and is constantly increasing from year to year. Education and self-improvement form a basis only second to charitable interest as a motive for the banding together of women.

LIST OF WOMEN'S

Name.	When Organized.	Membership.		Aims.
		Char- ter.	Present.	
<i>San Francisco.</i>				
Protestant Orphan Asylum...	Feb. 10, '51	12	157	Care, relief, protection, and improvement of orphans.
Catholic Orphan Asylum....	Aug. 18, '51	7	20	Care and protection of orphans.
Ladies' Protection and Relief Society.	Aug. 4, '53	24	108	Assistance to strangers destitute and dependent.
Ladies' Society of Israelites..	Aug. 12, '55	20	300	To assist the needy Hebrew women and children.
Ladies' United Hebrew Ben. Society.	— —, '55	-----	500	Care of sick and needy Hebrew women and children.
Ladies' Seamen's Friend Society.	— —, '56	9	58	Relief of shipwrecked and destitute sailors—to provide burial.
St. Joseph's Infant Asylum..	Mar. 19, '63	3	16	Charitable and educational
Hebrew Ladies' Ben. Society..	Jan. 10, '64	-----	116	All kinds of charity work ..
French Ladies' Ben. Society..	June 5, '67	-----	-----	To assist the French poor ..
Cal. Woman's Hospital.....	May —, '68	27	144	Hospital for women, both rich and poor.
Protestant Episcopal Old Ladies' Home.	Jan. —, '69	24	-----	Permanent care of aged and poor women of Episcopal Church.
Order of Eastern Star.....	Aug. 31, '69	-----	6,208	Fraternity and charity.....
German Ladies' Ben. Society..	Oct. 9, '70	20	320	To assist German widows and orphans.
St. Luke's Hospital.....	— —, '71	16	16	Medical treatment for the worthy poor.
Little Sisters' Infant Shelter..	— —, '71	-----	74	Care and instruction of poor children by the day.
Children's Day Home.....	— —, '72	7	30	Care of poor and neglected children.
Hebrew Ladies' Sewing Society.	— —, '72	-----	200	To provide clothing for poor Jewish women and children.
Teachers' Mutual Aid Society.	May 18, '73	47	366	Mutual assistance in case of sickness.
Old People's Home.....	Mar. 19, '74	-----	-----	A home for the sick and destitute of all nations.
Children's Hospital.....	Mar. 23, '75	14	250	Medical and surgical care of children—train nurses.
Pac. Homœopathic Dispensary Association.	Dec. 23, '76	10	80	Medical aid to worthy poor.
Young Woman's Christian Association.	Sept. 9, '77	-----	200	To aid friendless young women in every way.
Pioneer Kindergarten Society.	July 23, '78	130	373	Free kindergartens for children of the poor.
Woman's Christian Temperance Union.	— —, '79	-----	7,000	All kinds of temperance work and instruction.
Golden Gate Kindergarten Association.	Oct. 6, '79	-----	900	Free kindergartens for children of the poor.
Society for Christian Work..	May —, '80	25	120	Denominational charity work (Unitarian).
Fruit and Flower Mission...	Oct. 6, '80	-----	100	Non-sectarian benevolence of all kinds.
Girls' Union.....	Mar. 24, '84	20	41	Material aid to self-dependent girls.
Art Students' League.....	Oct. —, '84	2	6	Give and receive instruction in art.
Lick Old Ladies' Home.....	Nov. 20, '84	-----	-----	-----
Woman's Exchange.....	Feb. 15, '85	60	319	Industrial aid.....
Woman's Relief Corps Home	Feb. 20, '85	-----	2,939	Aid to Grand Army veterans
Laurel Hall Association....	Feb. 3, '86	22	(64 corps.) 115	Literary advancement.....

ORGANIZATIONS.

Educational Features.	Source of Income.	Annual Expenditures.	How Nearly Self-Sustaining.
Four school departments....	State appropriations, donations, and membership fees.	\$36,756 63	Something more.
Day and kind'garten schools.	State appropriations, legacies, and donations.	43,119 85	Something more.
Four school departments, including kindergarten.	Interest on money, donations, State aid, rents, and dues.	27,000 00	Not self-sustaining.
None	Donations and dues.....		Something more.
None	Donations and dues.....	1,692 59	Something more.
None	Board and lodging in Home, donations, and dues.		
Day school	State aid and legacies.....	31,037 40	Something more.
None	Dues and donations.....		
None	Dues and donations.....	2,500 00	Something more.
Training school for nurses ..	Endowments, donations, and dues.	21,933 40	Something more.
None	Endowments, donations, and admission fees.	6,247 80	Balance, \$3,617 64
None	Membership fees and dues.....	2,267 70	
None	Fees and annual ball	6,000 00	\$100 00 surplus monthly.
Training school for nurses ..	Donations from churches, fees, and dues.	29,540 97	Something more.
Kindergarten school	Fees for children's care, dues, and donations.	3,324 91	Something more.
Kindergarten school	Subscriptions and public benefits.		Something more.
None	Dues and donations; interest on sinking fund.	1,400 00	Balance, \$7,500 00
None	Dues and initiation fees	3,000 00	Bal'ce, \$10,560 00
None	Bequests, endowments, dues, and fees.	22,026 09	Bal'ce, \$32,008 28
Two years' course for nurses; practice and theory.	Bequests, endowments, fees, and donations.	34,724 86	Balance, \$2,057 65
Training school for nurses ..	From sale of medicines, and membership fees.	1,482 85	Balance, \$552 08
Industrial training and miscellaneous study.	Donations, subscriptions, membership fees, and dues.	14,301 59	Balance, \$369 64
Kindergarten training (4 schools).	Entertainments, dues, donations, and bequests.	5,551 35	Balance, \$271 79
Manual training and self-help.	Membership fees, dues, donations, and bequests.	3,866 66	Balance, \$269 20
Kindergarten training (35 kindergartens).	\$100,000 endowment, bequests, donations and dues.	24,859 94	Bal'ce, \$17,516 94
None	Entertainments, donations, dues, sales of fancy articles.	1,822 25	Balance, \$220 29
None	Subscriptions, dues, donations, and bequests.	1,649 00	Balance, \$2,428 75
.....	Legacies, donations, and dues; board and lodging of inmates.	6,171 65	Balance, \$79 25
All kinds of work in oil and water color.	By assessments and dues (membership limited).		Something more.
None	Annual benefit, dues, 10 per cent. on sales, donations.	44,561 65	Bal'ce, \$14,769 25
Patriotism and the memory of our heroic dead.	Initiation fees, dues, and State aid; benefits.	1,618 95	
Courses in reading, discussion of various topics.	Initiation fees and yearly dues.	per quarter.	Quite so.

LIST OF WOMEN'S

Name.	When Organized.	Membership.		Aims.
		Char- ter.	Present.	
<i>San Francisco—Continued.</i>				
Young Ladies' Institute.....	Sept. —, '86	200	1,834 (40 br'nchs)	Mutual aid in case of sick- ness.
Ladies of the G. A. R.....	June —, '86	20	700 (18 Circles)	To aid sick soldiers and sailors of the late war.
Channing Auxiliary, First Unitarian Church.	Feb. —, '87	30	149	Denominational and mis- sionary work.
Catholic Ladies' Aid Society.	June 17, '87	40	1,900 (22 br'nchs)	General charity work.....
Native Daughters of the Golden West.	July 25, '87	-----	2,600 (62 Parlors)	Sick benefits.....
Woman's Club.....	Aug. 8, '87	6	28	To maintain the principle of equality of the sexes.
Armitage Orphanage.....	Dec. 10, '87	20	193	For care and training of orphans, half-orphans, and destitute and abandoned boys.
Associated Charities.....	May 6, '88	-----	153	To prevent vagrancy and pauperism.
Women's Industrial and Educational Union.	Nov. —, '88	35	600	To secure educational and industrial advancement for women.
Century Club.....	Sept. —, '88	111	Limit, 200	Interchange of thought and coöperation among women.
Woman's Missionary Society	Oct. 4, '88	18	67	Home and foreign mission- ary work.
Doctor's Daughters.....	Jan. —, '88	40	Limit, 40	To furnish doctors, nurses, and medicine to worthy poor.
St. Elizabeth Sewing Society.	— —, '88	95	200	To clothe the poor.....
Maria Kip Orphanage.....	May 13, '89	11	75	Care and training of orphan, half-orphan, and aban- doned girls.
Florence Crittenton Home for Erring Women.	July 16, '89	20	250	To provide a home for girls who have erred, and to save them from further harm.
Hahnemann Hospital Asso- ciation.	— —, '89	-----	118	To maintain free wards in the Hahnemann Hospital for Children.
Polyclinic Ladies' Aid So- ciety.	Sept. —, '89	15	119	To maintain wards in Coun- ty Hospital, and aid sick poor.
Woman's Press Association.	Sept. 27, '90	113	126	To elevate journalism and workers.
Saturday Morning Orchestra.	Nov. 8, '90	15	40	Musical study.....
King's Daughters' Home for Incurables.	Dec. 1, '90	45	2,500 State Ass'n.	To maintain a home for in- curables.
Nursery for Homeless Chil- dren.	Mar. 24, '91	3	68	Care of orphans, half orphans, and abandoned children.
California Ceramic Club....	Nov. —, '91	23	30	To promote the interests of ceramic painters.
Daughters of the American Revolution.	Dec. 10, '91	17	42	To cherish, maintain, and extend American freedom.
Ladies' Auxiliary Jewish Alliance.	Feb. —, '92	500	1,500	To aid Russian refugees in practical ways.
<i>Los Angeles.</i>				
Hebrew Ladies' Benevolent Society.	Jan. 7, '70	36	110	To relieve poor, needy, and sick, and to bury the dead.
Ladies' Benevolent Society..	Jan. 4, '77	65	300	Temporary relief for all classes of deserving poor.

ORGANIZATIONS—Continued.

Educational Features.	Source of Income.	Annual Expenditures.	How Nearly Self-Sustaining.
None	Dues and per capita tax of \$1 per year each.	\$13,404 00	Bal'ce, \$12,000 00
To perpetuate and keep Memorial Day in public schools.	Fees and dues, and entertainments.	-----	Something more.
Moral and religious culture	Publication of calendar, lectures, and musicales.	1,489 39	Balance, \$485 60
None	Entertainments, dues, and donations.	5,470 10	Balance, \$504 00
None	Initiation fees, assessments, and dues.	-----	-----
None	Initiation fees and monthly dues.	100 00	Quite so.
Boarding and day school	State aid, bequests, donations, and dues.	11,047 84	Balance, \$949 17
None	Donations, bequests, fees, and membership dues.	12,969 02	Balance, \$4,035 73
Cooking, dressmaking, millinery, stenography, etc.; languages.	Bequests, dues, donations, life memberships.	5,927 90	Balance, \$3,054 87
None	Membership dues and fees.	-----	Quite so.
None	Membership fees and dues; donations.	135 15	Quite so.
None	Dues, donations, and entertainments; bequests.	1,400 00	Something more.
None	Fairs, voluntary subscriptions, dues, and fees.	600 00	Quite so.
Day school. A practical knowledge of housework.	State aid, dues, fees paid by parents, donations.	5,539 35	Balance, \$1,294 40
None	Bequests, endowments, dues, fees, and donations.	6,145 33	Something more.
Training school for nurses (Homœopathic).	Bequests, endowments, dues, fees, entertainments.	-----	-----
None	Entertainments, dues, fees, bequests, and donations.	9,635 86 (receipts.)	Something more.
To influence public opinion in favor of women's efforts.	Initiation fees and membership dues.	-----	Quite so.
Special study of orchestral music.	Membership dues.	850 00	Quite so.
To stimulate self-culture by uniform effort.	Dues, donations, bequests, and entertainments.	12,000 00	Balance, \$1,100 00
Day school and kindergarten.	State aid, dues, board of children, entertainments.	7,954 92	Balance, \$343 35
To study and to teach the art of painting on china.	Membership dues, semi-annual sale of work.	-----	Something more.
To teach and uphold patriotism everywhere.	Fees and annual dues.	-----	Quite so.
Night school for adults; to teach the English language.	Monthly dues and voluntary contributions.	3,232 75	Balance, \$3,647 80
None	Monthly dues of members.	1,000 00	Quite so.
None	Contributions, fees, bequests, and annual ball.	20,000 00 since org'd.	Quite so.

LIST OF WOMEN'S

Name.	When Organized.	Membership.		Aims.
		Char- ter.	Present.	
<i>Los Angeles—Continued.</i>				
Orphans' Home	July —, '80	20	120	Care of orphans, half orphans, and abandoned children.
German Ladies' Benevolent Society.	Mar. 24, '81	50	130	To assist women and children of German descent.
Woman's Suffrage Association.	Mar. 15, '84	7	67	To advocate woman suffrage and equality.
Flower Festival Society	Mar. —, '85	-----	200	To provide a home for working girls and women.
Humane Society	Feb. 27, '86	50	150	Prevention of cruelty to children and animals.
Ladies' Aid Society, First Congregational Church.	Feb. 8, '88	-----	100	To promote the interests of the Congregational Ch.
Central Circle, King's Daughters.	June 28, '88	37	500	Helping the needy, and spiritual culture.
The Ruskin Art Club.....	Oct. 12, '88	23	80	Special study of black and white art.
Newsboys' Home.....	Feb. —, '90	60	130	Physical and moral welfare of neglected boys.
Woman's Industrial Association.	July 6, '92	113	113	To provide a place for sale of articles made by women.
<i>San Diego.</i>				
Ladies' Aid Society, First Congregational Church.	Dec. 10, '86	9	57	Charity and church work ..
Woman's Home Association	Feb. —, '87	-----	-----	Charitable and educational.
Ladies' Aid Society, Unitarian Church.	Apr. 2, '88	14	14	Sociable, charitable, and church work.
Women's Industrial Exchange.	Jan. —, '80	-----	82	To aid working women practically.
Woman's Auxiliary, Unitarian Society.	Apr. 3, '89	14	27	Social and charitable.....
Ladies' Silk Culture Society.	Mar. 12, '90	13	20	To introduce silk culture...
Fruit Festival Association ..	May —, '90	146	200	To exhibit the fruits of San Diego County.
Spiritualistic Aid Society ...	Apr. 27, '92	13	30	Social and moral reform; spiritual knowledge.
Common Sense Club	Apr. 31, '92	7	19	General advancement.....
San Diego Club.....	Feb. —, '92	25	42	Educational and literary...
<i>Pomona.</i>				
Woman's Christian Temperance Union.	Aug. —, '83	8	53	Reformatory and educational temperance work.
Ladies' Aid Society, M. E. Church.	Oct. 10, '83	18	65	To furnish entertainments for the M. E. Church.
St. Paul's Ladies' Guild.....	Apr. 3, '84	11	30	To help support church charity work.
Woman's Missionary Union, Pilgrim Church.	June —, '88	20	-----	To spread the gospel and Christian teachings.
Children's Mission Board, Pilgrim Church.	-----	5	15	To educate a girl in India and other work.
Ladies' Home and Foreign Missions, Presbyterian Ch.	July 20, '88	12	37	All kinds of Missionary work.
Ladies' Foreign Missionary Society, M. E. Church.	— —, '88	-----	40	To save heathen women and spread the gospel.
Fruit and Flower Mission ...	Apr. 9, '89	12	Limit, 25	To carry fruit and flowers to the sick poor.
Order of Eastern Star	Aug. 31, '91	21	31	Fraternal and charitable...
Ladies' Home and Foreign Missions, Christian Ch.	Oct. 7, '90	12	36	General missionary work...

ORGANIZATIONS—Continued.

Educational Features.	Source of Income.	Annual Expenditures.	How Nearly Self-Sustaining.
Day school and kindergarten	State aid, bequests, donations, memberships.	\$13,265 41	Balance, \$5,397 88
None	Annual festival, fees, and donations.	7,500 00 since org'd.	Quite so.
None	Membership fees and dues.		
Courses of reading at various times.	Board of inmates, dues of members, donations.	4,375 13	Balance, \$23 37
Distribution of printed matter to teachers and pupils.	Membership dues, fines, and donations.		
None	Membership dues and entertainments.		
Free kindergarten, and other schools.	Self assessments and contributions.	700 00	Quite so.
Art and archæology	Annual dues and exhibitions of work.	1,338 75	Balance, \$118 39
A well-supplied reading-room; special study.	Monthly dues, board of boys, bequests, dues.	3,701 07	Balance, \$850 58
None	Fees, subscriptions, commissions on sales.	2,000 00	Small surplus.
None	Contributions, dues, and entertainments.		Quite so.
Public school and kindergarten.	Bequests, dues, life memberships, etc.		Quite so.
None	Entertainments and contributions.	185 43	Something more.
None	Dues, meals, flower shows, lectures, etc.		Quite so.
None	Dues, lectures, concerts, subscriptions.	600 00	Something more.
To teach girls how to reel silk and raise cocoons.	Dues of members, and contributions.		Quite so.
None	Annual fruit festival, dues, and fees.		Quite so.
None	Fees, dues, and contributions from members.		Something more.
None	Dues and entertainments.		Something more.
General improvement of members.	Dues, fees, and memberships		Quite so.
General	Dues, fees, donations, and bequests.		Quite so.
None	Lectures, concerts, fees, donations, etc.	3,000 00	Quite so.
None	Bi-monthly teas, sale of fancy articles.		Quite so.
Bible classes and study	Monthly pledges	65 00	Quite so.
None	Monthly pledges	45 00	Quite so.
None	Dues of members	106 00	Quite so.
None	Dues, contributions, and bequests, etc.		Something more.
None	Dues, subscriptions, donations, and concerts.		Something more.
None	Initiation fees and annual dues.		Something more.
None	Dues, subscriptions, and donations.	85 54	Quite so.

LIST OF WOMEN'S

Name.	When Organized.	Membership.		Aims.
		Char- ter.	Present.	
<i>San José.</i>				
Ladies' Benevolent Society "Home of Benevolence."	Oct. —, '67	-----	120	General benevolent work...
Daughters of Veterans -----	Feb. 1, '86	-----	55	Patriotic and charitable.....
<i>Santa Cruz.</i>				
Female Orphan Asylum.....	— —, '62	3	10	Care of orphan and abandoned girls.
<i>Santa Barbara.</i>				
St. Vincent Orphan Asylum.	Jan. 3, '58	3	9	Care of orphans and abandoned children.
<i>Santa Ana.</i>				
W. C. T. U. -----	— —, '82	-----	70	General temperance work...
<i>Oakland.</i>				
Fabiola Hospital -----	— —, '77	-----	164	To provide hospital for worthy poor; train nurses.
Ebell Society -----	— —, '76	46	235	Intellectual culture and industrial pursuits.
"Daughters of Israel Relief Society."	Feb. 19, '77	15	69	To help the Jewish poor in every way.
Alameda Kindergarten Association.	-----	-----	-----	To maintain free kindergartens.
Home for Aged and Infirm Colored People.	July —, '92	45	45	To aid poor and disabled colored people.
West Oakland Home for Children.	— —, '87	-----	-----	Care of orphans and destitute children.
Economic Club.....	Aug. 31, '92	27	36	To study political economy.
Martha Washington Mining Company.	May 3, '92	7	75	To handle and operate mining property.
<i>Berkeley.</i>				
Pastoral Aid Society, First Presbyterian Church.	— —, '77	12	50	Social, charity, and church work.
Woman's Auxiliary, Unitarian Church.	Feb. 11, '92	23	31	Denominational and religious work.
<i>Stockton.</i>				
Ladies' Aid Society.....	Jan. —, '86	20	50	To assist aged, infirm, and poor women and children.
Associated Charities, San Joaquin County.	Aug. 1, '91	21	60	To prevent indiscriminate and duplicate alms-giving.
<i>Sacramento.</i>				
Marguerite Home for Aged Women.	Feb. 25, '84	-----	-----	To provide a home for indigent and aged women.

ORGANIZATIONS—Continued.

Educational Features.	Source of Income.	Annual Expenditures.	How Nearly Self-Sustaining.
Day and kindergarten school	James Lick estate, State aid, fees, etc.	\$7,017 00	Something more.
None	Fees, dues, and entertainments.	-----	Quite so.
Day and kindergarten sch'ols	State aid, boarders, bequests, fairs, etc.	10,259 75	Quite so.
Boarding and day schools	State aid, boarders, fees, fairs, Sisters' work.	8,276 38	Balance, \$1,955 46
None	Dues, assessments, and honorary membership.	200 00	Quite so.
A general course in nursing for girls.	Dues, bequests, pay patients, and donations.	8,348 05	\$63 45
From fifteen to twenty sections of study.	Fees, dues, and life memberships.	750 00	Quite so.
None	Dues, donations, and social entertainments.	700 00	Quite so.
Six Boards support a like number of schools.	Picnics, Christmas treats, fees, donations, bequests.	5,000 00	Quite so.
-----	Dues, fees, contributions, concerts, etc.	-----	-----
Boarding and day schools; kindergarten.	State aid, bequests, donations, dues.	19,988 00	Balance, \$769 57
Discussions and papers on law.	Membership fees	-----	-----
None	Stock at \$100 per share	65,000 00	Balance, \$3,500 00
None	Dues and entertainments; contributions.	300 00	Quite so.
Special course of reading	Dues, donations, and entertainments, teas, etc.	330 00	Balance, \$100 00
None	Life memberships, bequests, dues, donations.	\$1,300 31	Balance, \$1,250 00
None	Coöperation from Supervisors and other societies.	-----	-----
None	Fully endowed by Mrs. E. B. Crocker.	-----	Something more.

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